

NACOmatic

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MO Min Alt#3	-	4	LRY	-	116
MO Min Rdr#3	-	8	LXT	-	226
MO Min TO#3	-	9	M05	-	60
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3SQ	-	333	MHL	-	250
4K3	-	240	MKC	-	176
6M6	-	268	MNF	-	283
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94K	-	63	MO8	-	42
AIZ	-	134	MYJ	-	255
AOV	-	25	NVD	-	287
BBG	-	38	PLK	-	300
BUM	-	44	POF	-	302
CGI	-	53	RCM	-	452
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CHT	-	65	SGF	-	323
COU	-	70	SIK	-	319
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DXE	-	81	STL	-	360
EIW	-	290	SUS	-	422
EOS	-	284	SZL	-	210
EVU	-	253	TBN	-	90
EZZ	-	50	TKX	-	199
FAM	-	85	TRX	-	448
FES	-	89	TVB	-	46
FTT	-	102	UBX	-	80
FYG	-	455	UNO	-	458
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GPH	-	271	VER	-	32
H19	-	35	VIH	-	308
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H88	-	98			
HAE	-	112			
HFJ	-	262			
HIG	-	119			
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JEF	-	121			
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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ANKENY, IA

ANKENY RGNL RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 36

NA when local weather not available.

ATLANTIC, IA

ATLANTIC MUNI RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20

Category D, 800-2½.

NA when local weather not available.

BRANSON, MO

BRANSON RNAV (GPS) Rwy 14¹
RNAV (GPS) Rwy 32²

NA when local weather not available.

¹Category C, 800-2¼; Category D, 800-2½.

²Category D, 800-2¼.

BURLINGTON, IA

SOUTHEAST IOWA
RGNL ILS or LOC Rwy 36¹
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 36
VOR/DME Rwy 12
VOR Rwy 30

NA when local weather not available.

¹ILS, LOC, Category D, 800-2¼.

CAPE GIRARDEAU, MO

CAPE GIRARDEAU
RGNL ILS or LOC Rwy 10¹²
LOC/DME BC Rwy 28¹
RNAV (GPS) Rwy 10¹
RNAV (GPS) Rwy 28¹³

¹NA when local weather not available.

²ILS, LOC, Categories A, B, 1000-2;

Categories C, D, 1000-3.

³Categories A,B,C,D, 900-2¼.

NAME ALTERNATE MINIMUMS

CEDAR RAPIDS, IA

THE EASTERN IOWA ILS or LOC Rwy 9¹
ILS or LOC Rwy 27¹
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR Rwy 27

NA when local weather not available.

¹NA when control tower closed.

CHARITON, IA

CHARITON MUNI RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 17

NA when local weather not available.

CHARLES CITY, IA

NORTHEAST
IOWA RGNL LOC Rwy 12
NDB Rwy 12
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30

NA when local weather not available.

CHEROKEE, IA

CHEROKEE
COUNTY RGNL RNAV (GPS) Y Rwy 36
RNAV (GPS) Z Rwy 36¹

NA when local weather not available.

¹Categories A, B, 800-2¼.

CLINTON, IA

CLINTON MUNI RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 3

NA when local weather not available.

COLUMBIA, MO

COLUMBIA RGNL ILS or LOC/DME Rwy 2¹
LOC/DME BC Rwy 20¹
VOR Rwy 13²

¹NA when local weather not available.

²Categories A,B, 1000-2; Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS
COUNCIL BLUFFS, IA
COUNCIL
BLUFFS MUNI RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR-A

NA when local weather not available.

CRESTON, IA
CRESTON MUNI RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34

NA when local weather not available.

DAVENPORT, IA
DAVENPORT MUNI RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 33
VOR Rwy 3
VOR Rwy 21

NA when local weather not available.

DECORAH, IA
DECORAH MUNI RNAV (GPS) Rwy 29

NA when local weather not available.

DES MOINES, IA
DES MOINES INTL ILS or LOC Rwy 5¹
ILS or LOC Rwy 13¹
ILS or LOC Rwy 31¹
RNAV (GPS) Rwy 5²
RNAV (GPS) Rwy 13²
RNAV (GPS) Rwy 31²
VOR/DME Rwy 23³

¹Category E, 900-2½.

²NA when local weather not available.

³Category C, 800-2¼; Category D, 800-2½.

DUBUQUE, IA
DUBUQUE RGNL RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 36
VOR Rwy 13¹
VOR Rwy 31¹
VOR Rwy 36

NA when local weather not available.

¹Category D, 800-2¼.

ESTHERVILLE, IA
ESTHERVILLE MUNI RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34

NA when local weather not available.

FAIRFIELD, IA
FAIRFIELD MUNI RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS
FORT DODGE, IA
FORT DODGE RGNL RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 30
VOR Rwy 12
VOR/DME Rwy 30

NA when local weather not available.

FORT LEONARD WOOD, MO
WAYNESVILLE-ST. ROBERT RGNL
FORNEY FIELD ILS or LOC Rwy 14¹²
NDB Rwy 32¹
RNAV (GPS) Rwy 14²
RNAV (GPS) Rwy 32²
VOR Rwy 14¹
VOR Rwy 32¹

¹NA when control tower closed.

²NA when local weather not available.

GRINNELL, IA
GRINNELL RGNL NDB Rwy 13
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR/DME Rwy 31

NA when local weather not available.

HARRISONVILLE, MO
LAWRENCE
SMITHMEMORIAL RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.

IOWA CITY, IA
IOWA CITY MUNI RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 30
VOR-A

NA when local weather not available.

IOWA FALLS, IA
IOWA FALLS MUNI RNAV (GPS) Rwy 31

NA when local weather not available.

JEFFERSON CITY, MO
JEFFERSON CITY
MEMORIAL ILS or LOC Rwy 30¹²³
NDB Rwy 12¹⁴
RNAV (GPS) Rwy 12³⁵
RNAV (GPS) Rwy 30³⁵

¹NA when control tower closed.

²ILS, Categories A,B,C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.

³NA when local weather not available.

⁴Category D, 800-2½.

⁵Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS
JOPLIN, MO
JOPLIN RGNL ILS or LOC/DME Rwy 18
ILS or LOC/NDB Rwy 13
NA when control tower closed.

KAISER/LAKE OZARK, MO
LEE C. FINE MEMORIAL ... RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 3
NA when local weather not available.

KANSAS CITY, MO
CHARLES B. WHEELER
DOWNTOWN ILS or LOC Rwy 3¹
ILS or LOC Rwy 19²
NDB Rwy 19³
RNAV (GPS) Rwy 3⁴
RNAV (GPS) Rwy 21⁵
VOR Rwy 19
VOR Rwy 21⁵

NA when local weather not available.

¹ILS, LOC, Category A, B, 1300-2, Category C, D, 1300-3.

²ILS, 700-2.

³Category D, 800-2½.

⁴Categories A, B, 1000-1¼; Category C, 1000-2¾; Category D, 1000-3.

⁵Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

KEOKUK, IA
KEOKUK MUNI NDB Rwy 14
NDB Rwy 26
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 26
RNAV (GPS) Rwy 32
NA when local weather not available.

KIRKSVILLE, MO
KIRKSVILLE
RGNL ILS or LOC/DME Rwy 36
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR-A
VOR/DME-B
NA when local weather not available.

LE MARS, IA
LE MARS MUNI VOR/DME or GPS Rwy 36
Categories A, B, 900-2.

LEE'S SUMMIT, MO
LEE'S SUMMIT MUNI RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 29
RNAV (GPS) Rwy 36
NA when local weather not available.

NAME ALTERNATE MINIMUMS
MASON CITY, IA
MASON CITY MUNI RNAV (GPS) Rwy 18
NA when local weather not available.

MUSCATINE, IA
MUSCATINE MUNI ILS or LOC Rwy 24¹
RNAV (GPS) Rwy 6²³
RNAV (GPS) Rwy 24²
VOR Rwy 6⁴

¹ILS, Categories B, C, D, 700-2.

²NA when local weather not available.

³Categories A, B, C, D, 800-2½.

⁴Category C, 800-2¼; Category D, 800-2½.

NEWTON, IA
NEWTON MUNI RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
NA when local weather not available.

OSKALOOSA, IA
OSKALOOSA MUNI RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
NA when local weather not available.

OTTUMWA, IA
OTTUMWA RGNL RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR/DME Rwy 13
VOR Rwy 31
NA when local weather not available.

PELLA, IA
PELLA MUNI RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34
NA when local weather not available.

POPLAR BLUFF, MO
POPLAR BLUFF MUNI RNAV (GPS) Rwy 18¹
RNAV (GPS) Rwy 36¹
SDF Rwy 36²

¹NA when local weather not available.

²NA except for operators with approved weather reporting service.

RED OAK, IA
RED OAK MUNI RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 17
NA when local weather not available.

ST. CHARLES, MO
ST CHARLES COUNTY
SMARTT RNAV (GPS) Rwy 18
VOR Rwy 18
NA when local weather not available.



RADAR INSTRUMENT APPROACH MINIMUMS

ST JOSEPH, MO

Amdt 1, FEB 16, 2006 (FAA)

ELEV 826

ROSECRANS MEMORIAL


RADAR - 120.35 360.8  

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	17		ABCDE	1026-¾	200	(200-¾)				
ASR	35		ABC	1200-1	386	(400-1)	DE	1200-1¼	386	(400-1¼)
	17		AB	1340-1	514	(600-1)	C	1340-1½	514	(600-1½)
			DE	1340-1¼	514	(600-1¼)				
CIRCLING			AB	1400-1	574	(600-1)	C	1400-1½	574	(600-1½)
			D	1500-2¼	674	(700-2¼)	E	1760-3	934	(1000-3)

When ST Joseph approach control closed, procedure not authorized.

WHITEMAN AFB (KSZL), (Knob Noster), MO (Orig, 09155 USAF)

ELEV 870

RADAR¹² - (E) 125.1 284.0 

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	1 ⁴		AB	1260/24	423	(400-½)
			CD	1260/40	423	(400-¾)
			E	1260/50	423	(400-1)
	19 ³		AB	1260/24	390	(400-½)
			CDE	1260/40	390	(400-¾)
CIR ⁵	1-19		AB	1340-1	470	(500-1)
			C	1340-1½	470	(500-1½)
			D	1420-2	550	(600-2)
			E	1460-2	590	(600-2)

¹Opr H24 fr 1200Z++ Mon thru 0400Z++ Fri, 1300-2200Z++ Sat-Sun; clsd hol. ²ASR MP 0700-1300Z++ Mon and Tue. ³When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ miles. ⁴When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles. ⁵Circling not authorized W of Rwy 1-19. ⁶Lost communications instructions will be issued in accordance with FAAO 7110.65. IF NO TRANSMISSIONS ARE RECEIVED FOR ONE MINUTE IN THE PATTERN OR 15 SECONDS ON FINAL APPROACH, ATTEMPT CONTACT ON 255.6 OR 132.4 AND PROCEED VFR. IF UNABLE, PROCEED WITH A TACAN/ILS APPROACH. MAINTAIN 3000' UNTIL ESTABLISHED ON THE APPROACH.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ALBIA, IA

ALBIA MUNI

TAKE-OFF MINIMUMS: **Rwys 13, 31**, 300-1.

DEPARTURE PROCEDURE: **Rwy 31**, climb runway heading to 2000 before turning.

ALGONA, IA

ALGONA MUNI

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA.

DEPARTURE PROCEDURE: **Rwy 12**, climb runway heading to 2000 before turning on course.

AMES, IA

AMES MUNI

DEPARTURE PROCEDURE: **Rwys 1, 13, 31**, climb runway heading to 4000 before turning. **Rwy 19**, left turn, climb heading 130° to 4000 before turning.

ANKENY, IA

ANKENY RGNL

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 150° to 2100 before turning on course. **Rwy 36**, climb heading 040° to 3000 before turning on course.

NAME TAKE-OFF MINIMUMS

ATLANTIC, IA

ATLANTIC MUNI (AIO)

AMDT 6A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1½ or std. w/ min. climb of 208' per NM to 1400. **Rwy 12**, 400-2½ or std. w/ min. climb of 321' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 119° to 1700 before proceeding on course. **Rwy 20**, climb heading 198° to 2300 before proceeding on course. **Rwy 30**, climb heading 299° to 1900 before proceeding on course.

NOTE: **Rwy 2**, terrain beginning 6' from DER, from 654' left of centerline to 433' right of centerline, up to 1175' MSL. Trees beginning 1210' from DER, 20' right of centerline, up to 75' AGL/1234' MSL. Trees beginning 2991' from DER, 202' left of centerline, up to 75' AGL/1234' MSL. **Rwy 12**, terrain beginning 8' from DER, from 336' left of centerline to 422' right of centerline, up to 1300' MSL. Trees beginning 2175' from DER, 498' right of centerline, up to 75' AGL/1214' MSL. Trees beginning 4525' from DER, 422' right of centerline, up to 75' AGL/1354' MSL. **Rwy 20**, terrain beginning 72' from DER, from 538' left of centerline to 623' right of centerline, up to 1185' MSL. Trees beginning 2157' from DER, 44' left of centerline, up to 75' AGL/1234' MSL. **Rwy 30**, terrain beginning 100' from DER, from 1615' left of centerline to 758' right of centerline, up to 1293' MSL.

AUDUBON, IA

AUDUBON COUNTY

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1.**AURORA, MO**

JERRY SUMNERS SR. AURORA MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 400' per NM to 1600.**BELLE PLAINE, IA**

BELLE PLAINE MUNI

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 300-1.**BLOOMFIELD, IA**

BLOOMFIELD MUNI (4K6)

ORIG-A 08185 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1300 before turning.NOTE: **Rwy 18**, building 353' from departure end of runway, 306' left of centerline, 30' AGL/915' MSL.**BOLIVAR, MO**

BOLIVAR MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 200-1½ or std. w/ min. climb of 252' per NM to 1400.NOTE: **Rwy 18**, east-west road, vehicle and transmission lines and poles beginning 627' from departure end of runway, up to 40' AGL/1138' MSL. Multiple trees beginning 667' from departure end of runway, 6' left of centerline, up to 75' AGL/1148' MSL. Silo 1059' from departure end of runway, 677' left of centerline, 100' AGL/1200' MSL. Multiple trees beginning 147' from departure end of runway, 39' right of centerline, up to 75' AGL/1157' MSL. **Rwy 36**, transmission lines and poles beginning 1208' from departure end of runway, 189' left of centerline, up to 40' AGL/1137' MSL. East-west transmission lines and poles beginning 1925' from departure end of runway, up to 50' AGL/1165' MSL. Multiple trees beginning 659' from departure end of runway, 58' right of centerline, up to 75' AGL/1201' MSL. Tree 5471' from departure end of runway, 1766' left of centerline, 100' AGL/1269' MSL.**BOONE, IA**

BOONE MUNI (BNW)

AMDT 5 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 20**, NA-Environmental.NOTE: **Rwy 15**, tree 3565' from departure end of runway, 816' right of centerline, 100' AGL/1259' MSL. **Rwy 33**, tree 1442' from departure end of runway, 631' left of centerline, 100' AGL/1259' MSL. Vehicle on road 561' from departure end of runway, 573' right of centerline, 15' AGL/1174' MSL. Tank 3135' from departure end of runway, 1335' right of centerline, 140' AGL/1287' MSL.**BOONVILLE, MO**

JESSE VIETTEL MEMORIAL

NOTE: **Rwy 18**, multiple trees beginning 368' from departure end of runway, 383' left of centerline, up to 80' AGL/761' MSL. Road and vehicle 1232' from departure end of runway, on centerline, 17' AGL/746' MSL. Multiple trees beginning 500' from departure end of runway, 109' right of centerline, up to 80' AGL/786' MSL. **Rwy 36**, multiple trees and pole beginning 701' from departure end of runway, 67' left of centerline, up to 100' AGL/810' MSL. Multiple trees beginning 200' from departure end of runway, 334' right of centerline, up to 80' AGL/794' MSL.**BOWLING GREEN, MO**

BOWLING GREEN MUNI

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.**BRANSON, MO**

BRANSON (BBG)

ORIG 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb heading 323° to 2000 before turning left.NOTE: **Rwy 14**, numerous trees beginning 1214' from DER, 4' right of centerline, up to 100' AGL/1449' MSL. **Rwy 32**, numerous trees beginning 77' from DER, 452' left of centerline, up to 100' AGL/1289' MSL.**BROOKFIELD, MO**

NORTH CENTRAL MISSOURI RGNL (MO8)

AMDT 1 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 359° to 1300 before turning East.NOTE: **Rwy 18**, tree 1432' from DER, 397' right of centerline, 100' AGL/869' MSL, pole 887' from DER, 458' left of centerline, 44' AGL/855' MSL. Tree 1356' from DER, 110' left of centerline, 100' AGL/864' MSL. **Rwy 36**, numerous trees beginning 243' from DER 439' left of centerline, up to 100' AGL/890' MSL. Numerous trees beginning 463' from DER, 13' right of centerline, up to 100' AGL/893' MSL. Building 690' from DER, 477' left of centerline, 30' AGL/867' MSL. Pole 1066' from DER, 666' right of centerline 35' AGL/875' MSL.**BURLINGTON, IA**

SOUTHEAST IOWA RGNL

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.DEPARTURE PROCEDURE: **Rwys 30, 36**, climb runway heading to 1500 before turning.**CABOOL, MO**

CABOOL MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 21**, 500-1 or std. with a min. climb of 400' per NM to 1700. **Rwy 3**, 300-1 or std. with a min. climb of 400' per NM to 1500.**CAMDENTON, MO**

CAMDENTON MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 15, 33**, 300-1.

CAPE GIRARDEAU, MO**CAPE GIRARDEAU RGNL**

TAKE-OFF MINIMUMS: **Rwys 10, 20**, 200-1 or std. with a min. climb rate of 220' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 2**, north and west departures (200° CW 035°), climb to 3500 via heading 035° before proceeding on course.

CARROLL, IA**ARTHUR N. NEU**

TAKE-OFF MINIMUMS: **Rwys 3, 13, 21, 31**, 300-1.

CARUTHERSVILLE, MO**CARUTHERSVILLE MEMORIAL**

TAKE-OFF MINIMUMS: **Rwy 36**, 300-2 or std. with a min. climb of 250' per NM to 600.

NOTE: **Rwy 36**, tower, 6503' from departure end of runway, 534' right of centerline, 202' AGL/470' MSL.

CEDAR RAPIDS, IA**THE EASTERN IOWA**

DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 1300 before turning left.

CHARITON, IA**CHARITON MUNI (CNC)****ORIG 09351 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/ min. climb of 223' per NM to 1700 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10**, for climb in visual conditions cross Chariton Muni airport at or above 1800 MSL before proceeding on course.

NOTE: **Rwy 10**, tower 2.62 NM from DER, 2173' left of centerline, 470' AGL/1480' MSL. **Rwy 17**, hangar 13' from DER, 429' left of centerline, 25' AGL/1084' MSL. Vehicle on road beginning 506' from DER, from left to right of centerline, up to 15' AGL/1074' MSL. Tree 2720' from DER, 451' right of centerline, 100' AGL/1159' MSL. **Rwy 35**, vehicle on road 17' from DER, 421' left of centerline, 15' AGL/1054' MSL.

CHARLES CITY, IA**NORTHEAST IOWA RGNL (CCY)****ORIG 09015 (FAA)**

TAKE-OFF MINIMUMS: **Rwys 4, 17, 22, 35**, NA-Environmental.

NOTE: **Rwy 12**, trees beginning 1002' from departure end of runway, 351' right of centerline, up to 100' AGL/1209' MSL. **Rwy 30**, trees beginning 1804' from departure end of runway, 621' right of centerline, up to 100' AGL/1229' MSL.

CHEROKEE, IA**CHEROKEE COUNTY RGNL (CKP)****AMDT 3 09127 (FAA)**

TAKE-OFF MINIMUMS: **Rwys 1, 19**, NA - environmental. **Rwy 36**, 300-1¼ or std. w/ min. climb of 373' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 178° to 1700 before proceeding on course. **Rwy 36**, climb heading 358° to 1900 before proceeding on course.

NOTE: **Rwy 18**, rising terrain, buildings, vehicles on road, poles, signs, trees beginning at DER, 305' left of centerline, up to 65' AGL/1298' MSL. Trains on railroad beginning at DER, 348' right of centerline, up to 23' AGL/1242' MSL. **Rwy 36**, vehicles on road, trees beginning at DER, 416' left of centerline, up to 65' AGL/1284' MSL. Row of trees 726' from DER, from left to right of centerline, up to 65' AGL/1284' MSL. Building 741' from DER, 557' right of centerline, 24' AGL/1239' MSL. Tower 5267' from DER, 382' left of centerline, 160' AGL/1390' MSL. Tower 6206' from DER, 171' right of centerline, 160' AGL/1440' MSL.

CHILLICOTHE, MO**CHILLICOTHE MUNI (CHT)****ORIG 09183 (FAA)**

TAKE-OFF MINIMUMS: **Rwys 2, 20**, NA-Environmental.

NOTE: **Rwy 14**, trees beginning 287' from DER, 261' left of centerline, up to 150' AGL/884' MSL. Vehicle on road 542' from DER, 454' right of centerline, 15' AGL/779' MSL. Antenna 1338' from DER, 349' left of centerline, 46' AGL/806' MSL. Tree 3217' from DER, 1285' right of centerline, 150' AGL/884' MSL. **Rwy 32**, trees beginning 12' from DER, 63' left of centerline, up to 150' AGL/898' MSL. Pole 142' from DER, 368' left of centerline, 43' AGL/792' MSL. Trees beginning 164' from DER, 129' right of centerline, up to 150' AGL/924' MSL.

CLARINDA, IA**SCHENCK FIELD**

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1. **Rwy 31**, 700-2.

DEPARTURE PROCEDURE: **Rwys 2, 13, 20, 31**, climb runway heading to 1700 before turning.

CLARION, IA**CLARION MUNI**

TAKE-OFF MINIMUMS: **Rwys 8, 14**, 300-1.

CLINTON, IA

CLINTON MUNI (CWI)

ORIG 09015 (FAA)

NOTE: **Rwy 3**, obstruction light on DME 388' from departure end of runway, 264' left of centerline, 11' AGL/720' MSL. **Rwy 14**, tree 4799' from departure end of runway, 1703' left of centerline, 100' AGL/819' MSL. Fence 168' from departure end of runway, 121' left of centerline 6' AGL/695' MSL. Fence 289' from departure end of runway, 36' left of centerline, 11' AGL/700' MSL. **Rwy 21**, tree 406' from departure end of runway, 500' left of centerline, 17' AGL/706' MSL. **Rwy 32**, antenna on hopper 1315' from departure end of runway, 851' left of centerline, 82' AGL/781' MSL. Trees beginning 1303' from departure end of runway, 449' left of centerline, up to 68' AGL/767' MSL. Vehicle on road 201' from departure end of runway, 227' left of centerline, 15' AGL/716' MSL. Vehicle on road 509' from departure end of runway, 9' left of centerline, 15' AGL/718' MSL. Vehicle on road 1281' from departure end of runway, 554' right of centerline, 15' AGL/734' MSL. Fence beginning 170' from departure end of runway, 101' right of centerline up to 8' AGL/707' MSL.

COLUMBIA, MO

COLUMBIA RGNL

TAKE-OFF MINIMUMS: **Rwy 31**, 800-2 or std. with a min. climb of 230' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 31**, north or east bound, climb to 1900 on runway heading before proceeding on course.

CORNING, IA

CORNING MUNI (CRZ)

AMDT 2 07354 (FAA)

NOTE: **Rwy 18**, road w/ vehicle, 159' from departure end of runway, on centerline, 23' AGL/1262' MSL. Trees beginning 161' from departure end of runway, 110' left of centerline, up to 100 AGL/1329' MSL. **Rwy 36**, trees beginning 945' from departure end of runway, 319' left of centerline, up to 100' AGL/1339' MSL. Tree 1212' from departure end of runway, 653' right of centerline, 100' AGL/1309' MSL.

COUNCIL BLUFFS, IA

COUNCIL BLUFFS MUNI (CBF)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, NA- Runway under construction.

NOTE: **Rwy 36**, trees 1196' from departure end of runway, 453' right of centerline, 100' AGL/1279' MSL.

CRESCO, IA

ELLEN CHURCH FIELD

DEPARTURE PROCEDURE: **Rwys 15, 33**, climb runway heading to 1700 before turning.

CRESTON, IA

CRESTON MUNI

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Environmental.

NOTE: **Rwy 16**, multiple trees and terrain beginning 152' from departure end of runway, 128' left of centerline, up to 70' AGL/1360' MSL. Multiple bushes and terrain beginning 91' from departure end of runway, 93' right of centerline, up to 10' AGL/1313' MSL. Pole 242' from departure end of runway, 199' right of centerline, 7' AGL/1301' MSL. **Rwy 34**, terrain 561' from departure end of runway, 17' left of centerline, 1309' MSL. Terrain beginning 169' from departure end of runway, 236' right of centerline, up to 1309' MSL. Road/vehicle 756' from departure end of runway, on centerline, 15' AGL/1314' MSL.

CUBA, MO

CUBA MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 200-1 or std. with a min. climb of 240' per NM to 1100. **Rwy 36**, 200-1 or std. with a min. climb of 340' per NM to 1200.

DAVENPORT, IA

DAVENPORT MUNI

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1.

DEPARTURE PROCEDURE: **Rwys 15, 21**, climb runway heading to 3000 before turning left.

DECORAH, IA

DECORAH MUNI (DEH)

AMDT 1 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 29**, Climb heading 294° to 1600 before turning left.

NOTE: **Rwy 11**, terrain beginning 70' from departure end of runway, 44' left of centerline, up to 0' AGL/1199' MSL. Terrain beginning 121' from departure end of runway, 49' right of centerline, up to 0' AGL/1199' MSL. **Rwy 29**, terrain beginning 67' from departure end of runway, 151' left of centerline, up to 0' AGL/1179' MSL. Terrain beginning 119' from departure end of runway, 125' right of centerline, up to 0' AGL/1179' MSL.

DENISON, IA

DENISON MUNI (DNS)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 18, 24, 36**, NA-Environmental.

NOTE: **Rwy 12**, trees beginning 10' from departure end of runway, 202' left of centerline, up to 100' AGL/1352' MSL, trees beginning 293' from departure end of runway, 190' right of centerline, up to 100' AGL/1352' MSL.

**DES MOINES, IA****DES MOINES INTL**

NOTE: **Rwy 5**, tree 1057' from departure end of runway, 644' left of centerline, 69' AGL/1004' MSL. Tree 2398' from departure end of runway, 567' right of centerline, 89' AGL/1024' MSL. Tree 1701' from departure end of runway, 564' left of centerline, 70' AGL/1005' MSL. Tree 3176' from departure end of runway, 425' right of centerline, 106' AGL/1041' MSL. Tree 2610' from departure end of runway, 774' right of centerline, 91' AGL/1026' MSL. Pole 1202' from departure end of runway, 500' left of centerline, 55' AGL/990' MSL. Tree 1541' from departure end of runway, 390' left of centerline, 54' AGL/989' MSL. Pole 2281' from departure end of runway, 365' right of centerline, 71' AGL/1001' MSL. Pole 2306' from departure end of runway, 371' right of centerline, 66' AGL/1001' MSL. Tree 2306' from departure end of runway, 371' left of centerline, 59' AGL/994' MSL. Tree 3754' from departure end of runway, 270' left of centerline, 96' AGL/1031' MSL. Obstruction light 191' from departure end of runway, 253' left of centerline, 6' AGL/941' MSL. **Rwy 13**, tree 727' from departure end of runway, 619' right of centerline, 40' AGL/997' MSL. Tree 1093' from departure end of runway, 690' right of centerline, 46' AGL/1003' MSL. Tree 799' from departure end of runway, 598' right of centerline, 32' AGL/989' MSL. Tree 1266' from departure end of runway, 652' right of centerline, 43' AGL/1000' MSL. Tree 1427' from departure end of runway, 830' left of centerline, 45' AGL/1002' MSL. Tree 1793' from departure end of runway, 794' right of centerline, 48' AGL/1005' MSL. **Rwy 31**, tree 2492' from departure end of runway, 912' right of centerline, 66' AGL/977' MSL.

DEXTER, MO**DEXTER MUNI (DXE)****AMDT 3 08213 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 251' per NM to 1100 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions: Cross Dexter Muni airport at or above 1100 MSL before proceeding on course.

NOTE: **Rwy 36**, trees and wind sock beginning 144' from departure end of runway, 128' right of centerline, up to 87' AGL/399' MSL. Trees beginning 2295' from departure end of runway, 169' right of centerline, up to 78' AGL/388' MSL. Trees beginning 2342' from departure end of runway, 164' left of centerline, up to 74' AGL/387' MSL.

DUBUQUE, IA**DUBUQUE RGNL**

TAKE-OFF MINIMUMS: **Rwy 13**, 200-1¼ or std. w/ min. climb of 226' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 13**, multiple trees and poles beginning 2916' from departure end of runway, 20' left of centerline, up to 74' AGL/1185' MSL. Multiple trees and poles beginning 4857' from departure end of runway, 559' right of centerline, up to 68' AGL/1227' MSL. **Rwy 18**, elevator 3457' from departure end of runway, 242' left of centerline, 80' AGL/1150' MSL. Tree 1987' from departure end of runway, 938' right of centerline, 77' AGL/1088' MSL. **Rwy 31**, tower and multiple trees beginning 2427' from departure end of runway, 490' left of centerline, up to 85' AGL/1168' MSL.

EAGLE GROVE, IA**EAGLE GROVE MUNI**

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1.

EMMETSBURG, IA**EMMETSBURG MUNI**

TAKE-OFF MINIMUMS: **Rwys 4, 35**, 300-1.

EXCELSIOR SPRINGS, MO**EXCELSIOR SPRINGS MEMORIAL**

DEPARTURE PROCEDURE: **Rwys 1, 19**, eastbound departures (010° CW 190°) climb runway heading to 1850 before turning.

FAIRFIELD, IA**FAIRFIELD MUNI**

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA-environmental

FARMINGTON, MO**FARMINGTON RGNL**

DEPARTURE PROCEDURE: **Rwy 20**, north and west departures (200° CW 020°) climb to 2100 via runway heading before proceeding on course.

FESTUS, MO**FESTUS MEMORIAL**

TAKE-OFF MINIMUMS: **Rwy 36**, 700-1 or std. with a min. climb of 400' per NM to 700.

DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures, climb runway heading to 1500 before turning on course.

FOREST CITY, IA**FOREST CITY MUNI**

TAKE-OFF MINIMUMS: **Rwys 9, 33**, 300-1.



FORT DODGE, IA

FORT DODGE RGNL (FOD)

AMDT 1 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 24**, Climb heading 243° to 1700 before turning south.

NOTE: **Rwy 6**, trees beginning 106' from DER, 284' left of centerline, up to 16' AGL/1166' MSL. Trees beginning 1138' from DER, 665' left of centerline, up to 76' AGL/1226' MSL. **Rwy 12**, pole beginning 431' from DER, 504' left of centerline, 31' AGL/1171' MSL. Trees beginning 456' from DER, 481' left of centerline, up to 39' AGL/1179' MSL. Building 592' from DER, 484' left of centerline, 24' AGL/1164' MSL. Poles beginning 1037' from DER, 306' right of centerline, up to 41' AGL/1171' MSL. Trees beginning 1227' from DER, 540' right of centerline, up to 68' AGL/1190' MSL. Feed drop 1901' from DER, 774' right of centerline, 84' AGL/1204' MSL. **Rwy 24**, sign 54' from DER, 253' left of centerline, 13' AGL/1083' MSL. Sign 57' from DER, 245' right of centerline, up to 15' AGL/1085' MSL. Trees beginning 177' from DER, 495' right of centerline, up to 44' AGL/1114' MSL. **Rwy 30**, trees beginning 71' from DER, left and right of centerline, up to 67' AGL/1167' MSL. Poles beginning 211' from DER, 421' left of centerline, up to 45' AGL/1135' MSL. Poles beginning 878' from DER, 54' right of centerline, up to 39' AGL/1139' MSL.

FREDERICKTOWN, MO

FREDERICKTOWN RGNL

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 400-2 or std. with a min. climb of 275' per NM to 1300.

FULTON, MO

ELTON HENSLEY MEMORIAL (FTT)

AMDT 1 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, Climb heading 001° to 1400 before turning right.

NOTE: **Rwy 18**, tree 1506' from DER, 809' right of centerline, 100' AGL/989' MSL. **Rwy 36**, tree 1809' from DER, 272' right of centerline, 46' AGL/923' MSL.

GRINNELL, IA

GRINNELL RGNL (GGI)

AMDT 1 08157 (FAA)

NOTE: **Rwy 13**, road plus vehicles beginning 164' from departure end of runway, 497' left of centerline, 15' AGL/1024' MSL. Trees beginning 958' from departure end of runway, 324' left of centerline, up to 50' AGL/1059' MSL. **Rwy 31**, tree 681' from departure end of runway, 589' right of centerline, up to 75' AGL/1075' MSL. Tree 716' from departure end of runway, 610' left of centerline, up to 50' AGL/1009' MSL. Road plus vehicle beginning 22' from departure end of runway, 215' right of centerline, 15' AGL/995' MSL. Multiple poles and buildings beginning 492' from departure end of runway, 249' right of centerline, up to 23' AGL/1032' MSL.

HAMPTON, IA

HAMPTON MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, 400-1. **Rwy 35**, 300-1.

HANNIBAL, MO

HANNIBAL RGNL (HAE)

ORIG 09127 (FAA)

NOTE: **Rwy 17**, trees beginning 15' from DER, 205' right of centerline, up to 80' AGL/819' MSL. **Rwy 35**, trees beginning 377' from DER, 90' left of centerline, up to 60' AGL/809' MSL. Trees beginning 1870' from DER, 103' right of centerline, up to 66' AGL/814' MSL.

HARLAN, IA

HARLAN MUNI

TAKE-OFF MINIMUMS: **Rwys 3, 15, 21, 33**, 300-1.

HARRISONVILLE, MO

LAWRENCE SMITH MEMORIAL (LRY)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1½ or std. w/ min climb of 346' per NM to 1300.

NOTES: **Rwy 17**, vehicle on road 660' from departure end of runway, 618' left of centerline, 15' AGL/914' MSL. Tree 26' from departure end of runway, 448' left of centerline, 10' AGL/889' MSL. Multiple trees beginning 178' from departure end of runway, on centerline, up to 88' AGL/937' MSL. Multiple trees beginning 1271' from departure end of runway, 277' left of centerline, up to 53' AGL/932' MSL. Multiple trees beginning 1722' from departure end of runway, 500' right of centerline, up to 100' AGL/959' MSL. **Rwy 35**, Multiple trees beginning 69' from departure end of runway, 439' left of centerline, up to 57' AGL/984' MSL. Vehicle on road 620' from departure end of runway, on centerline, up to 15' AGL/934' MSL. Multiple trees beginning 572' from departure end of runway, 130' right of centerline, up to 69' AGL/987' MSL. Multiple trees beginning 2132' from departure end of runway, 103' right of centerline, up to 85' AGL/1034' MSL. Multiple trees beginning 3635' from departure end of runway, 877' right of centerline up to 100' AGL/1059' MSL. Multiple trees beginning 3819' from departure end of runway, 280' left of centerline, up to 100' AGL/1099' MSL. Trees beginning 5443' from departure end of runway, 1738' left of centerline, up to 100' AGL/1079' MSL. Tank 1.5 NM from departure end of runway, 1141' right of centerline, 203' AGL/1153' MSL.

HIGGINSVILLE, MO

HIGGINSVILLE INDUSTRIAL MUNI

NOTE: **Rwy 16**, multiple trees beginning 87' from departure end of runway, 389' right of centerline, up to 100' AGL/879' MSL. Multiple trees beginning 472' from departure end of runway, 313' left of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 626' from departure end of runway, 472' left of centerline, up to 75' AGL/854' MSL. **Rwy 34**, multiple trees beginning 23' from departure end of runway, 155' right of centerline, up to 100' AGL/949' MSL. Multiple trees beginning 1860' from departure end of runway, 76' right of centerline, up to 100' AGL/919' MSL. Road 644' from departure end of runway, on centerline, 15' AGL/864' MSL.

INDEPENDENCE, IA**INDEPENDENCE MUNI**

TAKE-OFF MINIMUMS: **Rwy 17**, IFR take-off NA.
DEPARTURE PROCEDURE: **Rwy 35**, climb runway
heading to 4000 before turning.

IOWA CITY, IA**IOWA CITY MUNI (IOW)****AMDT 3A 08185 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 25**, 200-1½ or std. w/ min.
climb of 269' per NM to 900. **Rwy 30**, 300-2 or std. w/
min. climb of 374' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn
heading 180° and IOW VORTAC R-057 to IOW
VORTAC.

NOTE: **Rwy 7**, multiple trees beginning 145' from
departure end of runway, 199' left of centerline up to 38'
AGL/802' MSL. Road, multiple trees and poles
beginning 155' from departure end of runway 4' right of
centerline, up to 16' AGL/721' MSL. **Rwy 12**, multiple
trees beginning 227' from departure end of runway, 270'
right of centerline up to 20' AGL/737' MSL. Light pole
850' from departure end of runway, 142' right of
centerline, 33' AGL/681' MSL. Railroad 1002' from
departure end of runway, 6' left of centerline, 25' AGL/
675' MSL. Road 587' from departure end of runway, 303'
left of centerline, 15' AGL/666' MSL. Obstruction light
on building 861' from departure end of runway, 315' left of
centerline, 32' AGL/682' MSL. Trees beginning 255'
from departure end of runway, 464' left of centerline, 50'
AGL/699' MSL. **Rwy 25**, tree 1753' from departure end of
runway, 368' right of centerline, 77' AGL/775' MSL. Sign
2233' from departure end of runway, 418' right of
centerline, 25' AGL/764' MSL. Obstruction light pole
1723' from departure end of runway, 435' right of
centerline, 32' AGL/750' MSL. Building 3654' from
departure end of runway, 1034' right of centerline, 31'
AGL/768' MSL. Fence 1897' from departure end of
runway, 423' left of centerline, 15' AGL/734' MSL.
Multiple trees, signs, and obstruction light poles,
beginning 2696' from departure end of runway, 343' left
of centerline up to 51' AGL/843' MSL. Power pole 2464'
from departure end of runway, 248' right of centerline, 39'
AGL/780' MSL. **Rwy 30**, Multiple trees, obstruction light
poles, and towers beginning 1115' from departure end of
runway, 12' right of centerline up to 258' AGL/936' MSL.
Multiple trees and antenna beginning 1662' from
departure end of runway, 195' left of centerline, up to 44'
AGL/786' MSL.

IOWA FALLS, IA**IOWA FALLS MUNI (IFA)****ORIG 09071 (FAA)**

NOTE: **Rwy 13**, multiple trees and buildings beginning
1092' from DER, 349' left of centerline, up to 100' AGL/
1239' MSL. **Rwy 31**, multiple trees and buildings
beginning 1023' from DER, 750' left of centerline, up to
100' AGL/1259' MSL.

JEFFERSON, IA**JEFFERSON MUNI**

TAKE-OFF MINIMUMS: **Rwy 32**, 400-2.

JEFFERSON CITY, MO**JEFFERSON CITY MEMORIAL (JEF)****AMDT 7 07354 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1¼. **Rwy 27**, 300-
1½ or std. w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading
088° to 1200 before proceeding on course. **Rwy 12**,
climb heading 120° to 1100 before proceeding on
course. **Rwy 27**, climb heading 268° to 1100 before
proceeding on course. **Rwy 30**, climb heading 300° to
1000 before proceeding on course.

NOTE: **Rwy 9**, glideslope antenna 1101' from departure
end of runway, 598' right of centerline, 31' AGL/577'
MSL. Trees beginning 4022' from departure end of
runway, 1487' left to 1110' right of centerline, up to 100'
AGL/839' MSL. **Rwy 12**, trees beginning 2134' from
departure end of runway, 980' left of centerline, up to 56'
AGL/603' MSL. **Rwy 27**, hangar and trees beginning
600' from departure end of runway, 199' right of
centerline, up to 100' AGL/739' MSL. Antenna on
bridge, tower, water treatment plant, and trees
beginning 94' from departure end of runway, 113' left of
centerline, up to 100' AGL/759' MSL. **Rwy 30**, light on
DME, sign, tower, poles, and trees beginning 617' from
departure end of runway, 216' left of centerline, up to
109' AGL/649' MSL. Vehicles on road, pole and trees
beginning 397' from departure end of runway, 265' right
of centerline, up to 133' AGL/681' MSL.

JOPLIN, MO**JOPLIN RGNL**

TAKE-OFF MINIMUMS: **Rwy 18**, std. with a min. climb of
328' per NM to 2500, or 1500-3 for climb in visual
conditions. **Rwy 23**, std. with a min. climb of 340' per
NM to 2500, or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13**, climb via
heading 134° to 2500 before proceeding on course.
Rwy 18, climb via heading 178° to 2500, or for climb in
visual conditions: cross departure end of runway at or
above 2300 before proceeding on course. **Rwy 23**, climb
via heading 226° to 2500, or for climb in visual
conditions: cross departure end of runway at or above
2300 before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 1250' from
departure end of runway, 277' left to 223' right of
centerline, up to 60' AGL/1050' MSL. **Rwy 13**, multiple
trees beginning 475' from departure end of runway, 693'
left to 1726' right of centerline, up to 100' AGL/1189'
MSL. **Rwy 18**, obstruction light 1161' from departure
end of runway, 265' right of centerline, 32' AGL/1007'
MSL. **Rwy 23**, multiple trees beginning 623' from
departure end of runway, 267' left of 187' right of
centerline, up to 70' AGL/1032' MSL. **Rwy 31**, multiple
trees beginning 1141' from departure end of runway,
730' left of centerline, up to 60' AGL/994' MSL.

KAISER (LAKE OZARK), MO**LEE C. FINE MEMORIAL**

NOTE: **Rwy 3**, multiple trees beginning 12' from
departure end of runway, 420' left of centerline, up to 37'
AGL/906' MSL. Tree 338' from departure end of runway,
481' right of centerline, 44' AGL/913' MSL. **Rwy 21**,
multiple trees beginning 266' from departure end of
runway, 395' left of centerline, up to 72' AGL/935' MSL.
Multiple trees beginning 235' from departure end of
runway, 468' right of centerline, up to 82' AGL/945' MSL.

KANSAS CITY, MO

CHARLES B. WHEELER DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 1**, 400-2 1/4 or std. with a min. climb of 335' per NM to 2000. **Rwy 3**, 400-2 1/4 or std. with a min. climb of 235' per NM to 1900. **Rwy 19**, 1300-3 or std. with a min. climb of 669' per NM to 2500. **Rwy 21**, 200-1 1/4 or std. with a min. climb of 238' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 1**, climb via heading 008° to 2000 before proceeding on course. **Rwy 3**, climb via heading 033° to 1900 before proceeding on course. **Rwy 19**, climb via heading 188° to 2500 before proceeding on course. **Rwy 21**, climb via heading 213° to 1100 before proceeding on course.

NOTE: **Rwy 1**, multiple roads, trees, buildings and towers beginning at departure end of runway, 135' left of centerline, up to 100' AGL/1079' MSL. Obstruction light on elevator 3663' from departure end of runway, 1231' right of centerline, 172' AGL/912' MSL. Tree 1.7 NM from departure end of runway, 1564' left of centerline, 100' AGL/1029' MSL. **Rwy 3**, multiple roads, railroads, poles, buildings, and obstruction lights beginning 40' from departure end of runway, 240' right of centerline, up to 94' AGL/853' MSL. Obstruction light on elevator 829' from departure end of runway 478' right of centerline, 125' AGL/865' MSL. Crane T 2.1 NM from departure end of runway, 3151' right of centerline, 296' AGL/1110' MSL. **Rwy 19**, multiple trees, towers, buildings, and obstruction lights beginning 282' from departure end of runway, 279' right of centerline, up to 291' AGL/1251' MSL, tower 2.5 NM from departure end of runway, 3165' left of centerline, 1168' AGL/2049' MSL. **Rwy 21**, multiple bridge, levee, trees, cranes, towers, and buildings beginning 205' from departure end of runway, 476' right of centerline, up to 118' AGL/858' MSL, obstruction light on elevator 5178' from departure end of runway, 803' left of centerline, 148' AGL/896' MSL, stack 1.3 NM from departure end of runway, 589' left of centerline, 198' AGL/948' MSL.

KANSAS CITY INTL

NOTE: **Rwy 1R**, tree 1653' from departure end of runway, 661' left of centerline, 60' AGL/1019' MSL. **Rwy 9**, tree 4544' from departure end of runway, 638' right of centerline, 100' AGL/1159' MSL. **Rwy 27**, trees beginning 1066' from departure end of runway, across centerline, up to 86' AGL/1095' MSL.

KENNETT, MO

KENNETT MEMORIAL

NOTE: **Rwy 2**, tree 1869' from departure end of runway, 637' right of centerline, 78' AGL/338' MSL. Tree 1919' from departure end of runway, 648' right of centerline, 78' AGL/337' MSL. **Rwy 20**, tree 2018' from departure end of runway, 75' left of centerline, 65' AGL/320' MSL. Tree 1938' from departure end of runway, 297' left of centerline, 69' AGL/328' MSL. Dead tree 1057' from departure end of runway, 324' right of centerline, 46' AGL/300' MSL. Treeline 1083' from departure end of runway, 408' right of centerline, 44' AGL/298' MSL. Treeline 1085' from departure end of runway, 420' right of centerline, 45' AGL/299' MSL.

KEOKUK, IA

KEOKUK MUNI

NOTE: **Rwy 8**, tree 79' from departure end of runway, 513' right of centerline, 26' AGL/695' MSL. Fence and trees 102' from departure end of runway, 298' left of centerline, 37' AGL/706' MSL. **Rwy 14**, multiple trees 200' from departure end of runway, 156' left of centerline, 65' AGL/704' MSL. Multiple trees 172' from departure end of runway, 92' right of centerline, 70' AGL/739' MSL. **Rwy 26**, tree 298' from departure end of runway, 496' left of centerline, 56' AGL/695' MSL. Tank and trees 351' from departure end of runway, 508' right of centerline, 111' AGL/790' MSL. **Rwy 32**, multiple trees 303' from departure end of runway, 243' left of centerline 56' AGL/725' MSL. Hanger and tree 281' from departure end of runway, 442' right of centerline, 61' AGL/730' MSL.

KIRKSVILLE, MO

KIRKSVILLE RGNL

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA-turf runways. NOTE: **Rwy 18**, multiple trees beginning 986' from departure end of runway, 278' left of centerline, up to 44' AGL/1023' MSL. **Rwy 36**, multiple trees and poles beginning 935' from departure end of runway, 179' right of centerline, up to 54' AGL/1033' MSL. Obstruction light on DME antenna 649' from departure end of runway, 269' right of centerline, 7' AGL/986' MSL. Truck on road beginning 1081' from departure end of runway, 785' right of centerline, 17' AGL/996' MSL. Tree 326' from departure end of runway, 473' left of centerline, 17' AGL/976' MSL.

LAMAR, MO

LAMAR MUNI (LLU)

ORIG 08101 (FAA)

NOTE: **Rwy 3**, Road/Vehicle 201' from departure end of runway, 512' left of centerline, 15' AGL/1014' MSL. Road/Vehicle 385' from departure end of runway, 158' left of centerline, 15' AGL/1014' MSL. School 534' from departure end of runway, 386' right of centerline, 16' AGL/1015' MSL. **Rwy 21**, Road/Vehicle 274' from departure end of runway, 387' left of centerline, 15' AGL/1024' MSL.

LE MARS, IA

LE MARS MUNI

DEPARTURE PROCEDURE: **Rwy 18**, turn right, heading 270°, climb to 3500 before turning on course. **Rwy 36**, climb to 3500 before turning on course. NOTE: **Rwy 18**, vehicle on road, 293' from departure end of runway, 292' left of centerline, 17' AGL/1216' MSL.

LEE'S SUMMIT, MO**LEE'S SUMMIT MUNI**

NOTE: **Rwy 18**, multiple trees beginning 13' from departure end of runway, 116' left of centerline, up to 63' AGL/1062' MSL. **Rwy 11**, building 140' from departure end of runway, 388' left of centerline, 24' AGL/1023' MSL. Multiple buildings 169' from departure end of runway, 334' right of centerline, 26' AGL/1019' MSL. Multiple trees beginning 233' from departure end of runway, 182' left of centerline, up to 40' AGL/1039' MSL. **Rwy 29**, multiple antennas and poles 402' from departure end of runway, 408' right of centerline, up to 35' AGL/1024' MSL. Tank 344' from departure end of runway, 419' right of centerline, 13' AGL/1002' MSL. Multiple trees beginning 648' from departure end of runway, 73' left of centerline, up to 67' AGL/1036' MSL. **Rwy 36**, pole 77' from departure end of runway, 316' right of centerline, 11' AGL/1010' MSL. Post 39' from departure end of runway, 461' right of centerline, 8' AGL/1007' MSL. Multiple trees beginning 206' from departure end of runway, 241' right of centerline, up to 39' AGL/1028' MSL. Multiple trees beginning 241' from departure end of runway, 93' left of centerline, up to 36' AGL/1015' MSL.

LEXINGTON, MO**LEXINGTON MUNI**

TAKE-OFF MINIMUMS: **Rwys 13, 18, 31, 36**, std. except NA at night. **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 800.

MALDEN, MO**MALDEN RGNL (MAW)****ORIG 09295 (FAA)**

DEPARTURE PROCEDURE: **Rwy 32**, climb heading 317° to 900 before turning left.

NOTE: **Rwy 14**, trees 1619' from DER, 856' right of centerline, 100' AGL/394' MSL. **Rwy 18**, trees 2744' from DER, 996' left of centerline, 100' AGL/394' MSL. Trees 2766' from DER, 1042' right of centerline, 100' AGL/394' MSL. **Rwy 36**, trees 2841' from DER, 1157' left of centerline, 100' AGL/399' MSL.

MAPLETON, IA**JAMES G. WHITING MEMORIAL FIELD**

TAKE-OFF MINIMUMS: **Rwy 2**, 400-1.

DEPARTURE PROCEDURE: **Rwys 2, 20**, climb runway heading to 1600 before turning.

MAQUOKETA, IA**MAQUOKETA MUNI**

DEPARTURE PROCEDURE: **Rwy 33**, climb runway heading to 1300 before turning.

MARSHALL, MO**MARSHALL MEMORIAL MUNI**

TAKE-OFF MINIMUMS: **Rwy 18**, std. with a min. climb of 284' per NM to 2100, or 1300-3 for climb in visual conditions. **Rwy 27**, std. with a min. climb of 300' per NM to 2100, or 1300-2½ for climb in visual conditions. **Rwy 36**, std. with a min. climb of 263' per NM to 1500, or 1300-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwys 18, 27, 36**, for climb in visual conditions: Cross Marshall Memorial Muni airport at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 36**, tower 319' from departure end of runway, 483' right of centerline, 53' AGL/817' MSL. Tower 1.9 NM from departure end of runway, 1.1 NM left of centerline, 382' AGL/1162' MSL.

MARYVILLE, MO**NORTHWEST MISSOURI RGNL (EVU)****AMDT 3 09183 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 260' per NM to 2000 or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32**, climb via heading 323° to 1800 before turning right. **Rwy 36**, for climb in visual conditions cross Northwest Missouri Rgnl airport at or above 2100 MSL before proceeding on course.

NOTE: **Rwy 32**, tree 436' from DER, 321' left of centerline, 58' AGL/1156' MSL.

MEXICO, MO**MEXICO MEMORIAL**

TAKE-OFF MINIMUMS: **Rwy 24**, std. with a min. climb of 230' per NM to 2200, or 900-2½ for climb in visual conditions. **Rwy 36**, NA, obstacles.

DEPARTURE PROCEDURE: **Rwy 24**, for climb in visual conditions: cross Mexico Memorial Airport at or above 1700.

NOTE: **Rwy 6**, multiple trees and antennas beginning 60' from departure end of runway, left and right of centerline, up to 100' AGL/902' MSL.

MILFORD, IA**FULLER**

TAKE-OFF MINIMUMS: **Rwys 9, 18, 36**, 300-1. **Rwy 27**, 600-2.

DEPARTURE PROCEDURE: **Rwys 9, 18, 36**, climb runway heading to 2000 before turning.

MONETT, MO**MONETT MUNI**

NOTE: **Rwy 18**, multiple trees and fence beginning 2' from departure end of runway, 437' left of centerline, up to 39' AGL/1340' MSL. Multiple trees 1107' from departure end of runway, 293' right of centerline, up to 27' AGL/1342' MSL. **Rwy 36**, multiple trees, antennas, buildings, light poles and hangar beginning 24' from departure end of runway, 399' right of centerline, up to 60' AGL/1379' MSL. Trees 1006' from departure end of runway, 521' left of centerline, 54' AGL/1353' MSL.

**MONTICELLO, IA**

MONTICELLO RGNL

NOTE: **Rwy 15**, 969' MSL tree 2849' from departure end of runway, 60' right of centerline.**MONTICELLO, MO**

LEWIS COUNTY RGNL

NOTE: **Rwy 36**, tree 2609' from departure end of runway, 980' right of centerline, 45' AGL/741' MSL.**MOSBY, MO**

MIDWEST NATIONAL AIR CENTER (GPH)

AMDT 1 07354 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 1562' from departure end of runway, 16' right of centerline, up to 100' AGL/861' MSL. Multiple trees beginning 1278' from departure end of runway, 46' left of centerline, up to 100' AGL/859' MSL. **Rwy 36**, multiple trees beginning 2224' from departure end of runway, 57' right of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 2302' from departure end of runway, 231' left of centerline, up to 100' AGL/916' MSL.**MOUNT PLEASANT, IA**

MOUNT PLEASANT MUNI

TAKE-OFF MINIMUMS: **Rwys 3, 21**, 300-1. **Rwy 33**, 500-2 or std. with a min. climb of 280' per NM to 1400.**MOUNTAIN GROVE, MO**

MOUNTAIN GROVE MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 26**, 300-1.**MOUNTAIN VIEW, MO**

MOUNTAIN VIEW

TAKE-OFF MINIMUMS: **Rwy 28**, 600-2 or std. with a min. climb of 220' per NM to 1900.DEPARTURE PROCEDURE: **All runways** climb to 1900 via runway heading before proceeding on course.**MUSCATINE, IA**

MUSCATINE MUNI

DEPARTURE PROCEDURE: **Rwys 6, 24, 30**, climb runway heading to 2300 before proceeding on course.**Rwy 12**, climbing left turn to 2300 via DDD R-070 before proceeding on course.**NEOSHO, MO**

NEOSHO HUGH ROBINSON

NOTE: **Rwy 1**, multiple trees and power poles beginning 198' from departure end of runway, 168' left of centerline, up to 100' AGL/1319' MSL. Multiple trees and power poles beginning 82' from departure end of runway, 22' right of centerline, up to 100' AGL/1339' MSL. **Rwy 19**, truck on road 346' from departure end of runway, 592' left of centerline, 17' AGL/1266' MSL. Multiple trees, tower and truck on road beginning 142' from departure end of runway, 432' right of centerline, up to 160' AGL/1396' MSL.**NEW MADRID, MO**

COUNTY MEMORIAL

DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures (010° CW 170°) climb to 1200 on runway heading before proceeding on course.**NEWTON, IA**

NEWTON MUNI

NOTE: **Rwy 14**, truck on road 3112' from departure end of runway, 1243' right of centerline, 15' AGL/964' MSL, tree 7519' from departure end of runway, multiple trees beginning 2996' from departure end of runway, 1200' left of centerline, up to 100' AGL/1059' MSL. **Rwy 32**, trees 10' from departure end of runway, 437' left of centerline, 30' AGL/989' MSL, sign 126' from departure end of runway, 490' right of centerline, 8' AGL/967' MSL, truck on road 302' from departure end of runway, 513' right of centerline, 17' AGL/976' MSL, multiple trees beginning 531' from departure end of runway, 439' right of centerline, up to 32' AGL/991' MSL.**OELWEIN, IA**

OELWEIN MUNI

TAKE-OFF MINIMUMS: **Rwy 13**, 500-1 or std. with a min. climb of 212' per NM to 1700.**ORANGE CITY, IA**

ORANGE CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.**OSAGE BEACH, MO**

GRAND GLAIZE-OSAGE BEACH

DEPARTURE PROCEDURE: **Rwys 14, 32**, maintain runway heading to 1200 before turning on course.**OSKALOOSA, IA**

OSKALOOSA MUNI (OOA)

ORIG 09295 (FAA)

NOTE: **Rwy 13**, tree 262' from DER, 477' left of centerline, 100' AGL/939' MSL. **Rwy 31**, windsock 3' from DER, 357' right of centerline, 13' AGL/852' MSL. NAV 39' from DER, 168' right of centerline, 5' AGL/839' MSL. Tree 988' from DER, 525' right of centerline, 100' AGL/949' MSL. Tree 2056' from DER, 609' right of centerline, 59' AGL/893' MSL.**OTTUMWA, IA**

OTTUMWA RGNL (OTM)

ORIG 09071 (FAA)

NOTE: **Rwy 4**, bush 98' from DER, 211' right of centerline, 5' AGL/850' MSL. Tree 629' from DER, 380' right of centerline, 34' AGL/863' MSL. Tree 847' from DER, 248' right of centerline, 34' AGL/863' MSL. **Rwy 13**, pole 2026' from DER, 961' left of centerline, 59' AGL/898' MSL. **Rwy 22**, tree 1010' from DER, 403' right of centerline, 54' AGL/883' MSL. Tree 1072' from DER, 70' right of centerline, 45' AGL/874' MSL. **Rwy 31**, tree 794' from DER, 661' left of centerline, 56' AGL/885' MSL.**PELLA, IA**

PELLA MUNI (PEA)

AMDT 1 08325 (FAA)

NOTE: **Rwy 16**, trees, buildings and ground beginning 9' from departure end of runway, 144' left of centerline, up to 100' AGL/979' MSL. Trees beginning 54' from departure end of runway, 193' right of centerline, up to 100' AGL/959' MSL. **Rwy 34**, trees and poles beginning 838' from departure end of runway, 135' left of centerline, up to 100' AGL/979' MSL. Trees and poles beginning 226' from departure end of runway, 296' right of centerline, up to 100' AGL/989' MSL. Vehicle on road at departure end of runway, 499' right of centerline, 15' AGL/895' MSL.

PERRY, IA

PERRY MUNI (PRO)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Environmental.

NOTE: **Rwy 14**, tree 40' from departure end of runway, 180' left of centerline, 13' AGL/1017' MSL. **Rwy 32**, trees beginning 1882' from departure end of runway, 917' left of centerline, up to 100' AGL/1099' MSL. Vehicles beginning 565' from departure end of runway, right to left of centerline, up to 17' AGL/1036' MSL.

POCAHONTAS, IA

POCAHONTAS MUNI (POH)

AMDT 2A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA-Turf. **Rwy 29**, 300-1.**POINT LOOKOUT, MO**

M. GRAHAM CLARK-TANEY COUNTY

DEPARTURE PROCEDURE: **Rwy 11**, north departures (290° CW 090°) climb to 1700 on runway heading before proceeding on course.

POPLAR BLUFF, MO

POPLAR BLUFF MUNI

NOTE: **Rwy 18**, multiple trees beginning 511' from departure end of runway, 515' right of centerline, up to 95' AGL/420' MSL. Multiple trees beginning 878' from departure end of runway, 109' left of centerline, up to 103' AGL/428' MSL. **Rwy 36**, multiple trees beginning 1163' from departure end of runway, 340' right of centerline, up to 66' AGL/391' MSL. Multiple trees beginning 1191' from departure end of runway, 92' left of centerline, up to 79' AGL/404' MSL.

POTOSI, MO

WASHINGTON COUNTY

TAKE-OFF MINIMUMS: **Rwy 20**, 500-2½ or std. w/ min. climb of 307' per NM to 1500.DEPARTURE PROCEDURE: **Rwy 2**, climb heading 017° to 1600 before turning left.NOTE: **Rwy 20**, trees 1.67 NM from departure end of runway, 95' left of centerline, 100' AGL/1348' MSL.**RED OAK, IA**

RED OAK MUNI

TAKE-OFF MINIMUMS: **Rwy 13**, 400-1. **Rwys 31, 35**, 300-1.DEPARTURE PROCEDURE: **Rwys 5, 13, 17, 31, 35** climb runway heading to 1600 before turning eastbound.**ROCK RAPIDS, IA**

ROCK RAPIDS MUNI

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1.**ROLLA, MO**

ROLLA DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 9**, 400-2 or std. with a min. climb of 311' per NM to 1500.DEPARTURE PROCEDURE: **Rwy 9**, climb via heading 090° to 1500 before proceeding on course.NOTE: **Rwy 9**, tower 9162' from departure end of runway, 975' left of centerline, 155' AGL/1333' MSL.**ST. CHARLES, MO**

ST. CHARLES COUNTY SMARTT

TAKE-OFF MINIMUMS: **Rwy 36**, std. with a min. climb of 262' per NM to 1300, OR 900-2½ for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions: cross St. Charles County Smartt airport at or above 1300 before proceeding on course.NOTE: **Rwy 36**, tree 2.3 NM from departure end of runway, 3932' right of centerline, 100' AGL/891' MSL.**ST. JOSEPH, MO**

ROSECRANS MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 31**, 400-2½ or std. with a min. climb of 325' per NM to 1300.DEPARTURE PROCEDURE: **Rwy 13**, climb via heading 132° to 2200 before turning left.NOTE: **Rwy 13**, tree 3394' from departure end of runway, 655' left of centerline, 100' AGL/919' MSL. **Rwy 17**, trees beginning 2691' from departure end of runway, across course line, up to 109' AGL/928' MSL. **Rwy 31**, trees beginning 1.18 NM from departure end of runway, 986' left of centerline, up to 100' AGL/1139' MSL.**ST. LOUIS, MO**

CREVE COEUR (1H0)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 300-2½ or std. w/ min. climb of 206' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway. **Rwy 34**, 300-2½ or std. w/ min. climb of 337' per NM to 900.DEPARTURE PROCEDURE: **Rwy 34**, climb heading 338° to 1100 before proceeding on course.NOTE: **Rwy 16**, vehicle on road, pole and trees beginning 200' from departure end of runway, 219' right of centerline, up to 100' AGL/546' MSL. Trees beginning 100' from departure end of runway, 356' left of centerline, up to 100' AGL/719' MSL. **Rwy 34**, multiple trees beginning 1847' from departure end of runway, 418' right of centerline up to 100' AGL/749' MSL. Levee and trees beginning 744' from departure end of runway, 275' left of centerline, up to 90' AGL/612' MSL.

ST. LOUIS, MO (CON'T)

LAMBERT-ST. LOUIS INTL

TAKE-OFF MINIMUMS: **Rwy 11**, 200-1½ or std. with a min. climb of 407' per NM to 900. **Rwy 24**, 100-1½ or std. with a min. climb of 280' per NM to 800. **Rwy 30L**, 100-1 or std. with a min. climb of 276' per NM to 800. **Rwy 30R**, 200-1½ or std. with a min. climb of 322' per NM to 900.

NOTE: **Rwy 6**, railroad 578' from departure end of runway, 621' left of centerline, 23' AGL/557' MSL, obstruction
light on LDA 1038' from departure end of runway, 706' right of centerline, 25' AGL/573' MSL, antenna on building, 2478' from departure end of runway, 1009' right of centerline, 30' AGL/598' MSL. **Rwy 11**, control tower 5025' from departure end of runway, 1523' left of centerline, 219' AGL/774' MSL. Multiple buildings, towers and trees beginning 2029' from departure end of runway, 37' left of centerline, up to 219' AGL/774' MSL. Multiple signs, trees, towers, and buildings beginning 1794' from departure end of runway, 40' right of centerline, up to 114' AGL/702' MSL. **Rwy 12L**, multiple trees and transmission towers beginning 1489' from departure end of runway, 72' right of centerline, up to 119' AGL/687' MSL. Obstruction light on DME 607' from departure end of runway, 260' left of centerline, 21' AGL/619' MSL. Multiple trees and transmission towers beginning 990' from departure end of runway, 158' left of centerline, up to 91' AGL/646' MSL. **Rwy 12R**, multiple signs beginning 2933' from departure end of runway, 780' right of centerline, up to 88' AGL/672' MSL. Traffic signal 1578' from departure end of runway, 703' right of centerline, 25' AGL/636' MSL. Bush 1857' from departure end of runway, 500' right of centerline, 25' AGL/636' MSL. Transmission tower 5819' from departure end of runway, 665' right of centerline, 116' AGL/696' MSL. Multiple trees and transmission towers beginning 1966' from departure end of runway, 165' left of centerline, up to 119' AGL/687' MSL. **Rwy 24**, multiple trees and poles beginning 1067' from departure end of runway, 176' left of centerline, up to 90' AGL/683' MSL. Obstruction light on sign 1898' from departure end of runway, 502' left of centerline, 35' AGL/593' MSL. Multiple poles, trees and buildings beginning 1639' from departure end of runway, 92' right of centerline, up to 95' AGL/712' MSL. Tower 6429' from departure end of runway, 877' right of centerline, 103' AGL/703' MSL. **Rwy 30L**, road 1087' from departure end of runway, 601' left of centerline, 20' AGL/569' MSL. Pole 1803' from departure end of runway, 640' left of centerline, 14' AGL/585' MSL. Multiple trees beginning 3601' from departure end of runway, 193' left of centerline, up to 93' AGL/697' MSL. Antenna on building 675' from departure end of runway, 185' right of centerline, 14' AGL/563' MSL. Road 577' from departure end of runway, 503' right of centerline, 30' AGL/571' MSL. Road 1020' from departure end of runway, 583' right of centerline, 31' AGL/580' MSL. Traffic signal 1123' from departure end of runway, 217' right of centerline, 25' AGL/574' MSL. Terrain 1584' from departure end of runway, 672' right of centerline, 0' AGL/592' MSL. Multiple trees and poles beginning 2626' from departure end of runway, 43' right of centerline, up to 84' AGL/684' MSL. Obstruction light on localizer 614' from departure end of runway, on centerline, 8' AGL/558' MSL. **Rwy 30R**, obstruction light on glideslope 2098' from departure end of runway, 900' left of centerline, 48' AGL/587' MSL. Multiple trees, buildings, street lights, and antennae beginning 1548' from departure end of runway, 343' right of centerline, up to 147' AGL/741' MSL.

ST. LOUIS, MO (CON'T)

SPIRIT OF ST. LOUIS (SUS)

ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8R**, 700-1 or std. w/ min. climb of 364' per NM to 800. **Rwy 26L**, 400-1½ or std. with a min. climb of 258' per NM to 900.

NOTE: **Rwy 8L**, obstruction light 1214' from departure end of runway, 96' right of centerline, 27' AGL/496' MSL. **Rwy 8R**, antenna on building 142' from departure end of runway, 241' left of centerline, 10' AGL/470' MSL, antenna 262' from departure end of runway, 557' left of centerline, 26' AGL/487' MSL, trees beginning 5372' from departure end of runway, 1792' right of centerline, up to 94' AGL/653' MSL. **Rwy 26L**, trees beginning 1356' from departure end of runway, across centerline, up to 117' AGL/786' MSL.

SEDALIA, MO

SEDALIA MEMORIAL (DMO)

ORIG 08269 (FAA)

NOTE: **Rwy 18**, trees beginning 280' from departure end of runway, 356' left of centerline, up to 47' AGL/956' MSL. Trees beginning 158' from departure end of runway, 340' right of centerline, up to 49' AGL/958' MSL. **Rwy 23**, aircraft on ramp 34' from departure end of runway, 265' left of centerline, 15' AGL/934' MSL. Vehicle on road 417' from departure end of runway, 498' left of centerline, 15' AGL/924' MSL. Train 604' from departure end of runway, left to right of centerline, 23' AGL/932' MSL. Trees beginning 681' from departure end of runway, 286' right of centerline, up to 100' AGL/1009' MSL. Tower 4773' from departure end of runway, 577' right of centerline, 166' AGL/1030' MSL. **Rwy 36**, trees beginning 1948' from departure end of runway, 125' left of centerline, up to 100' AGL/949' MSL. Trees beginning 914' from departure end of runway, 698' right of centerline, up to 100' AGL/969' MSL.

SHENANDOAH, IA

SHENANDOAH MUNI

TAKE-OFF MINIMUMS: **Rwy 4**, 500-3 or std. w/ min. climb of 260' per NM to 1700. **Rwy 12**, 500-2¾ or std. w/ min. climb of 280' per NM to 1600.

NOTE: **Rwy 4**, towers 2.5 NM from departure end of runway, 3155' right of centerline, 491' AGL/1463' MSL. **Rwy 12**, tower 2.2 NM from departure end of runway, 2351' left of centerline, 317' AGL/1437' MSL. **Rwy 22**, tree 2023' from departure end of runway, 508' left of centerline, 61' AGL/1030' MSL. Catenary 965' from departure end of runway, 427' left of centerline, 35' AGL/999' MSL. Bush 101' from departure end of runway, 171' right of centerline, 8' AGL/972' MSL. Pole 1132' from departure end of runway, 253' left of centerline, 32' AGL/996' MSL. Fence 200' from departure end of runway, 392' left of centerline, 3' AGL/967' MSL. **Rwy 30**, trees 950' from departure end of runway, 200' right of centerline, 75' AGL/1024' MSL.

SIKESTON, MO

SIKESTON MEMORIAL MUNI

NOTE: **Rwy 20**, multiple light poles and trees beginning 166' from departure end of runway, 398' right of centerline, up to 49' AGL/368' MSL. Rod on light pole 1167' from departure end of runway, 798' left of centerline, 34' AGL/348' MSL.

SIoux CENTER, IA

SIoux CENTER MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1.**SIoux CITY, IA**

SIoux GATEWAY/COLONEL BUD DAY FIELD (SUX)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, std. w/ min. climb of 250' per NM to 4200, or 1400-3 for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 31**, climb via heading 310° to 2000 before turning east. **Rwy 35**, for climb in visual conditions: cross Sioux Gateway/Col Bud Day Field at or above 2300 MSL before proceeding on course.NOTE: **Rwy 13**, trees beginning 2042' from DER, 899' right of centerline, up to 100' AGL/1189' MSL. **Rwy 31**, trees beginning 2885' from DER, 122' left of centerline, up to 82' AGL/1171' MSL. Trees beginning 3100' from DER, 431' right of centerline, up to 100' AGL/1174' MSL. **Rwy 35**, trees beginning 795' from DER, 161' left of centerline, up to 100' AGL/1194' MSL. Trees beginning 473' from DER, 229' right of centerline, up to 100' AGL/1194' MSL.**SPRINGFIELD, MO**

SPRINGFIELD-BRANSON NATIONAL

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 250' per NM to 1400.**SULLIVAN, MO**

SULLIVAN RGNL

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1 or std. with a min. climb of 320' per NM to 1200.**TARKIO, MO**

GOULD PETERSON MUNI (K57)

ORIG 08269 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 1797' from departure end of runway, 22' left of centerline, 59' AGL/968' MSL. Multiple trees, power poles, vehicle on road and well beginning 94' from departure end of runway, 163' right of centerline, 75' AGL/984' MSL. **Rwy 36**, multiple trees, power poles beginning 404' from departure end of runway, 126' left of centerline, 31' AGL/990' MSL. Multiple trees, power poles and hangers beginning 44' from departure end of runway, 68' right of centerline, 48' AGL/997' MSL.**TIPTON, IA**

MATHEWS MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 11, 29**, 300-1.DEPARTURE PROCEDURE: **Rwy 11**, climb runway heading to 3000 before turning. **Rwy 29**, climbing right turn heading 360° to 3000 before turning.**TRENTON, MO**

TRENTON MUNI

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 500-2 or std. with a min. climb of 350' per NM to 1400.DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1400 before proceeding on course.**VINTON, IA**

VINTON VETERANS MEMORIAL AIRPARK

DEPARTURE PROCEDURE: **All Rwys**, north and east departures (270° CW 160°) climb on runway heading to 3400 before turning.**WARRENSBURG, MO**

SKYHAVEN

NOTE: **Rwy 13**, sign 177' from departure end of runway, 273' right of centerline, 30' AGL/815' MSL. **Rwy 18**, multiple trees beginning 5' from departure end of runway, 160' right of centerline, up to 39' AGL/826' MSL. Building, sign, multiple trees and poles beginning 466' from departure end of runway, 188' left of centerline, up to 48' AGL/837' MSL. **Rwy 36**, multiple trees beginning 192' from departure end of runway, 327' right of centerline, up to 20' AGL/817' MSL.**WASHINGTON, IA**

WASHINGTON MUNI

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.**WASHINGTON, MO**

WASHINGTON RGNL (FYG)

AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 400-2¼ or std. w/ min. climb of 275' per NM to 1000.DEPARTURE PROCEDURE: **Rwy 15**, climb heading 153° to 1100 before turning left.NOTE: **Rwy 15**, numerous trees beginning 3076' from DER, 618' left of centerline up to 108' AGL/589' MSL.**Rwy 33**, numerous trees beginning 1035' from DER, 171' left of centerline, up to 68' AGL/552' MSL.

Numerous trees beginning 2907' from DER, 66' right of centerline up to 65' AGL/824' MSL.

WATERLOO, IA

WATERLOO RGNL

NOTE: **Rwy 6**, multiple trees beginning 2087' from departure end of runway, 265' right of centerline, up to 71' AGL/944' MSL, tree 2226' from departure end of runway, 125' left of centerline, 69' AGL/932' MSL. **Rwy 24**, tree 2262' from departure end of runway, 473' right of centerline, 55' AGL/925' MSL. **Rwy 30**, multiple trees beginning 2160' from departure end of runway, 938' right of centerline, up to 95' AGL/995' MSL. **Rwy 36**, multiple trees beginning 1213' from departure end of runway, 157' right of centerline, up to 54' AGL/1004' MSL.**WAVERLY, IA**

WAVERLY MUNI

TAKE-OFF MINIMUMS: **Rwys 11, 29**, 300-1.

WEST PLAINS, MO**WEST PLAINS MUNI**

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1½ or std. w/ a min. climb of 215' per NM to 1500.

NOTE: **Rwy 18**, multiple trees beginning 98' from departure end of runway, 65' right of centerline, up to 50' AGL/1267' MSL. Multiple trees beginning 978' from departure end of runway, 388' left of centerline, up to 100' AGL/1277' MSL. **Rwy 36**, trees 3567' from departure end of runway, 14' left of centerline, 100' AGL/1319' MSL. Trees 5791' from departure end of runway, 1206' left of centerline, 100' AGL/1379' MSL.

WEST UNION, IA**GEORGE L. SCOTT MUNI**

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1700 before turning.

WHITEMAN AFB (KSZL)

NOB NOSTER, MO. ORIG, 09155

TAKE-OFF OBSTACLES: **Rwy 1**, Aircraft 14' AGL/885' MSL, 22' from DER, 430' left of centerline. Aircraft 14' AGL/885' MSL, 31' from DER, 535' left of centerline.

Rwy 19, Aircraft 16' AGL/851' MSL, 22' from DER, 468' left of centerline. Aircraft 16' AGL/851' MSL, 57' from DER, 468' left of centerline. Aircraft 14' AGL/849' MSL, 13' from DER, 538' left of centerline.

WINTERSET, IA**WINTERSET-MADISON COUNTY**

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1.

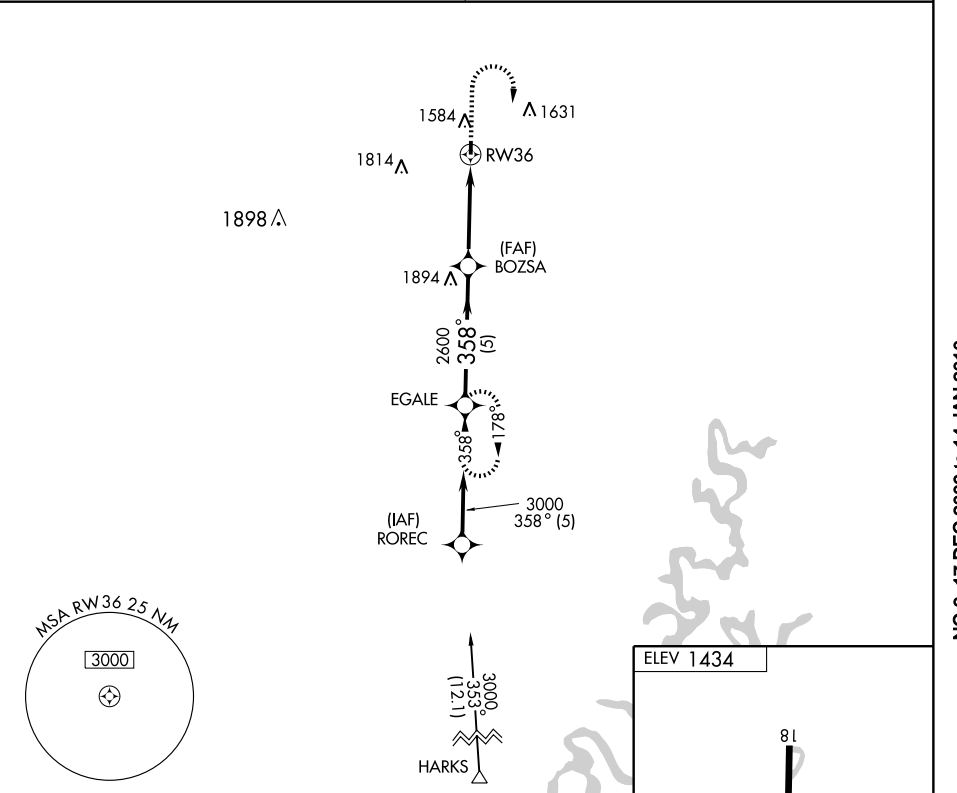
▼ Use Springfield altimeter setting.

▲ NA

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct EGALE WP and hold.

SPRINGFIELD APP CON
124.95 318.2

UNICOM
122.8 (CTAF) 1



EGALE

3000

Procedure Turn NA

BOZSA

2600

RW36

5 NM

4 NM

CATEGORY	A	B	C	D
S-36	2000-1	566 (600-1)	2000-1½ 566 (600-1½)	NA
CIRCLING	2020-1	586 (600-1)	2020-1½ 586 (600-1½)	NA

ELEV 1434

81

3002 X 60

0.3% UP

TDZE 1434

36

358° to RW36

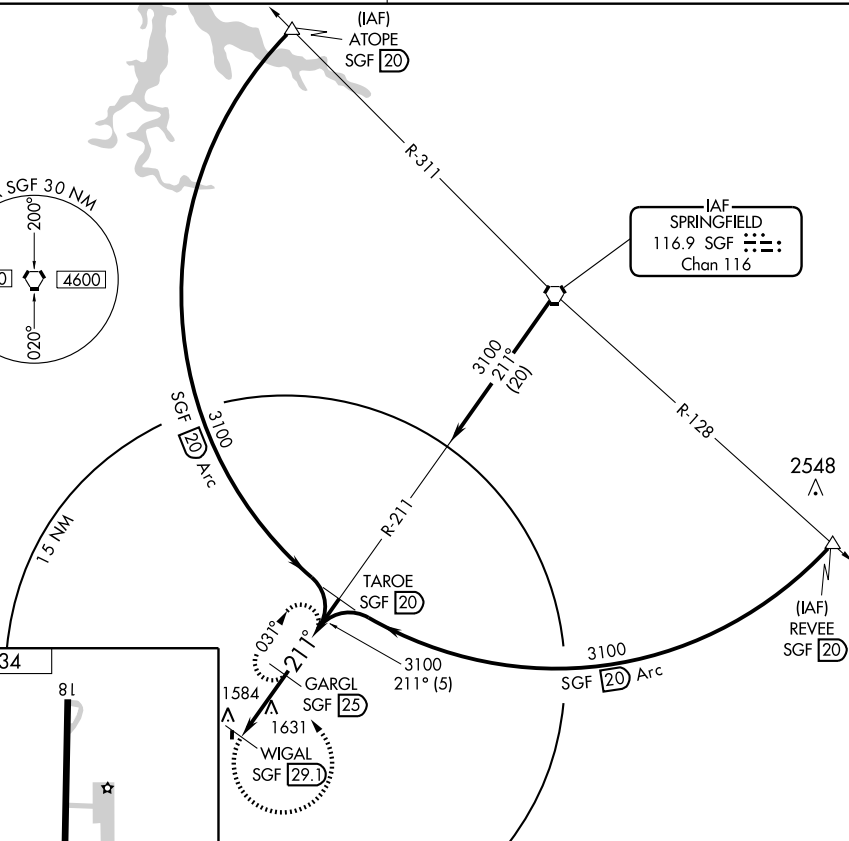
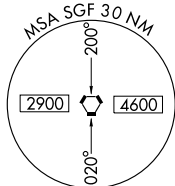
MRL Rwy 18-36 1

VORTAC SGF 116.9 Chan 116	APP CRS 211°	Rwy Idg NA TDZE NA Apt Elev 1434
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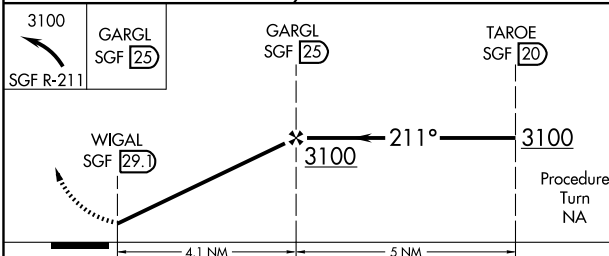
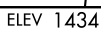
MISSED APPROACH: Climbing left turn to 3100 via SGF R-211 to GARGL/25 DME and hold.

A NA

SPRINGFIELD APP CON
124.95 318.2

UNICOM
122.8 (CTAF) **L**

NC-3, 17 DEC 2009 to 14 JAN 2010



CATEGORY	A	B	C	D
CIRCLING	1960-1 526 (600-1)	1960-1¼ 526 (600-1¼)	1960-1½ 526 (600-1½)	NA

▲ NA

Use Springfield altimeter setting.

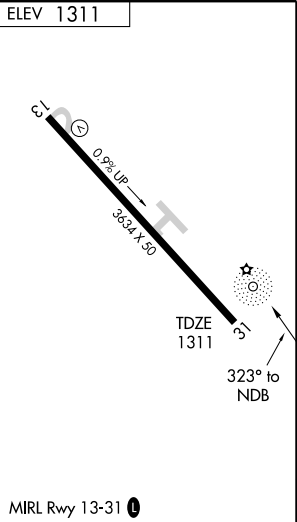
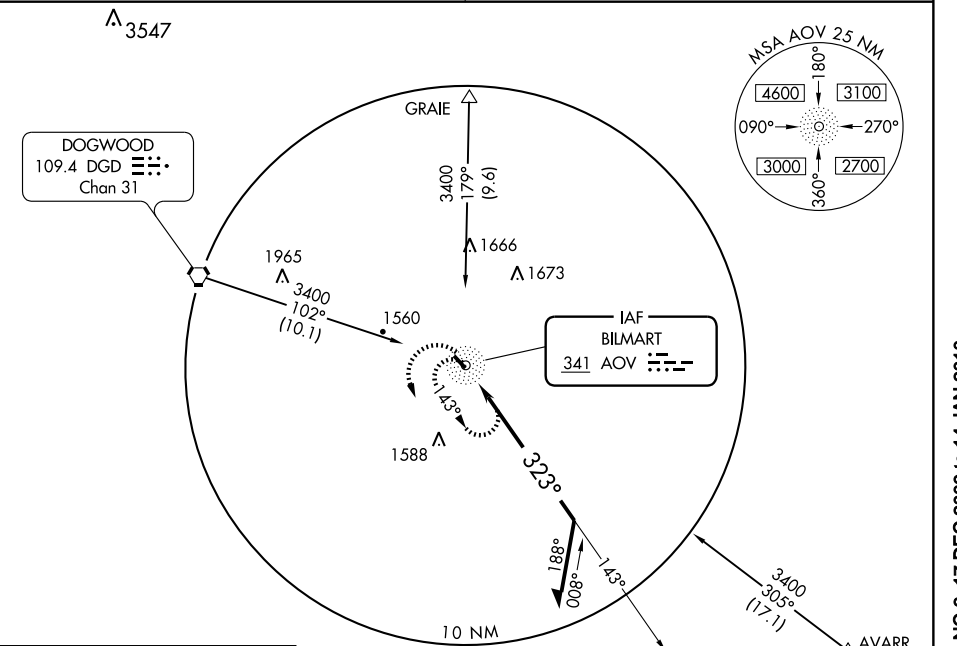
MISSED APPROACH: Climbing left turn to 3400 in AOV NDB holding pattern.

SPRINGFIELD APP CON

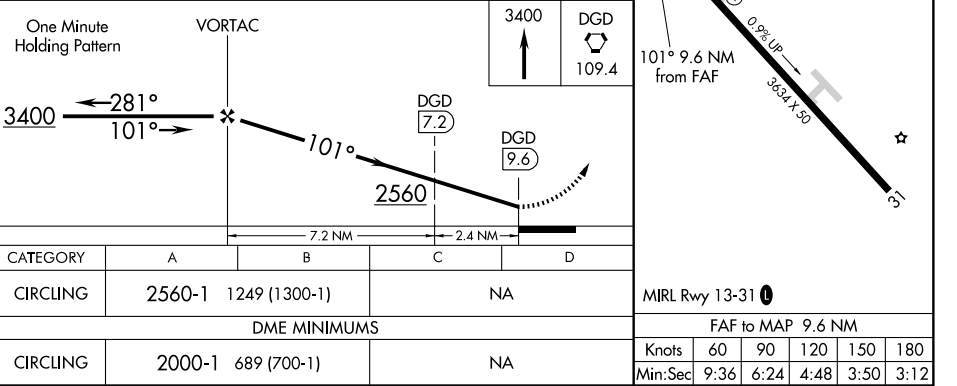
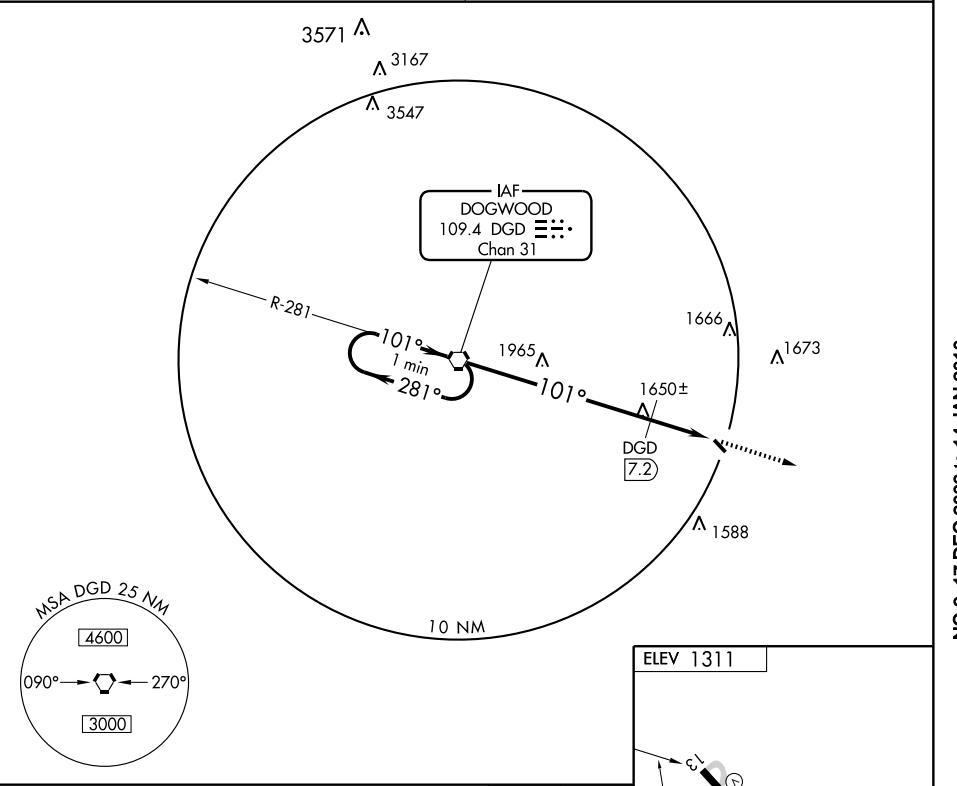
126.35

UNICOM

122.7 (CTAF) 1



<div> <div>▲ NA</div> <div>Use Springfield altimeter setting.</div> </div>	<div> MISSED APPROACH: Climbing to 3400 then direct DGD VORTAC and hold. </div>
<div> SPRINGFIELD APP CON 126.35 </div>	<div> UNICOM 122.7 (CTAF) 1 </div>



▼

NA

DME/DME RNP- 0.3 NA.

Visibility reduction by helicopters NA.

Use Springfield-Branson National altimeter setting.

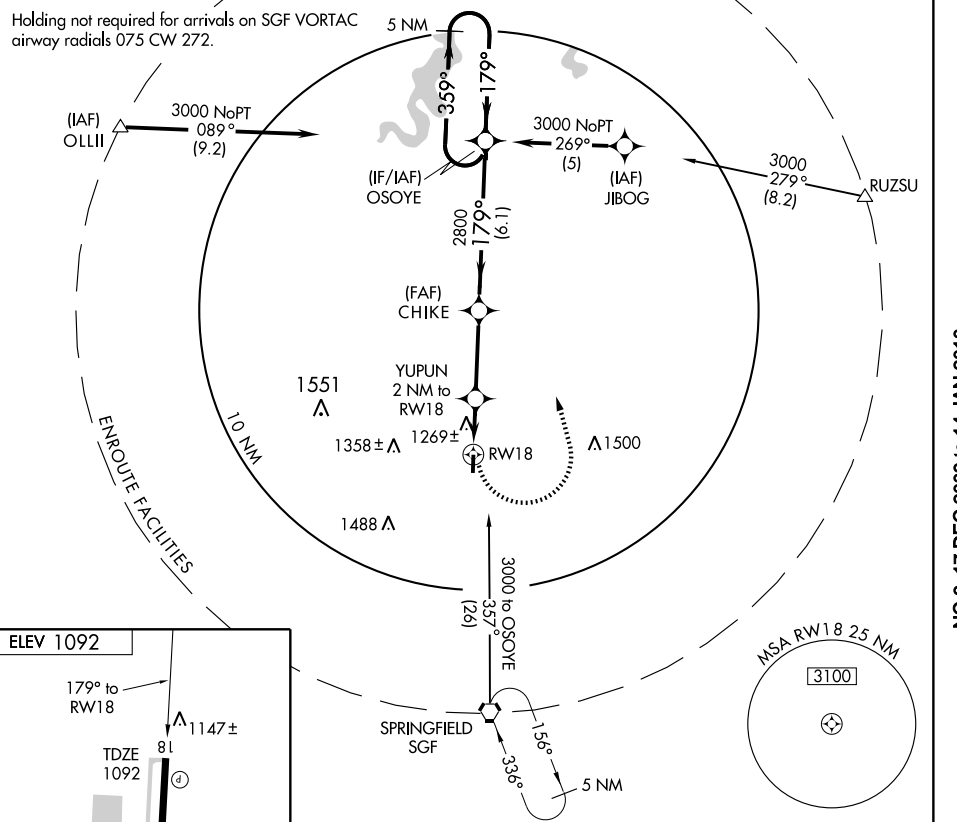
MISSED APPROACH: Climbing left turn to 3000 direct OSOYE and hold.

SPRINGFIELD APP CON

124.95 318.2

UNICOM

123.0 (CTAF) 0



<div> <div>3000</div> <div>OSOYE</div> </div> <div> <div>YUPUN</div> <div>2 NM to RW18</div> </div> <div> <div>RW18</div> </div>	<div> <div>CHIKE</div> </div>		<div> <div>OSOYE</div> <div>5 NM Holding Pattern</div> </div>	
	<div> <div>3.04°</div> <div>TCH 38</div> </div>		<div> <div>179°</div> <div>359°</div> <div>3000</div> </div>	
	<div> <div>1760</div> <div>2800</div> </div>		<div> <div>179°</div> </div>	
CATEGORY	A		B	
LNAV MDA	1600-1 508 (600-1)		1600-1½ 508 (600-1½)	
CIRCLING	1660-1 568 (600-1)		1660-1½ 568 (600-1½)	
	NA		NA	

WAAS CH 78303 W36A	APP CRS 359°	Rwy Idg TDZE Apt Elev	4000 1092 1092
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RNAV (GPS) RWY 36

BOLIVAR MUNI (M17)

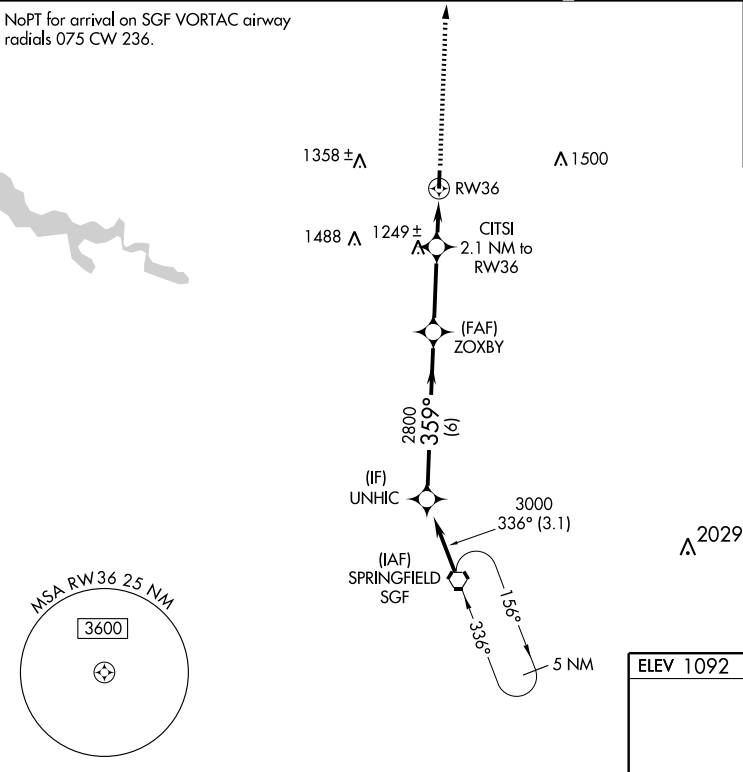
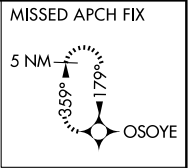
NA DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climb to 3000 direct OSOYE and hold.

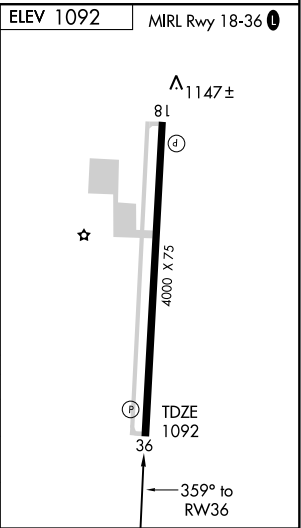
SPRINGFIELD APP CON
124.95 318.2

UNICOM
123.0 (CTAF) 0

NoPT for arrival on SGF VORTAC airway
radials 075 CW 236.



Procedure Turn NA		VGSI and RNAV glidepath not coincident.				3000	OSOYE
UNHIC		ZOXBY				*LNAV only	
3000		359°				RW36	
GS 3.00° TCH 40		2800				*1800	
		6 NM				3.1 NM	
						2.1 NM	
CATEGORY		A	B	C	D		
LPV DA		1448-1¼	356 (400-1¼)		NA		
LNAV MDA		1580-1	488 (500-1)	1580-1¼ 488 (500-1¼)	NA		
CIRCLING		1660-1	568 (600-1)	1660-1½ 568 (600-1½)	NA		



NA

Use Springfield-Branson National altimeter setting.

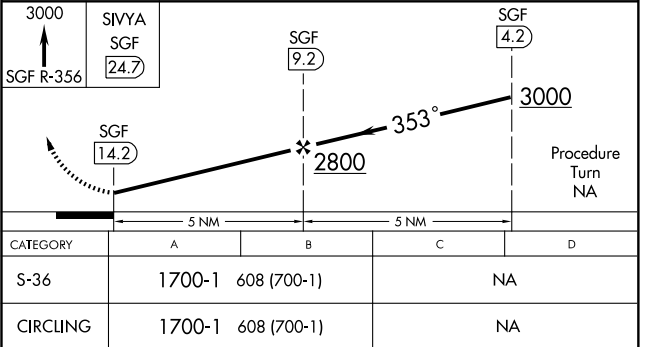
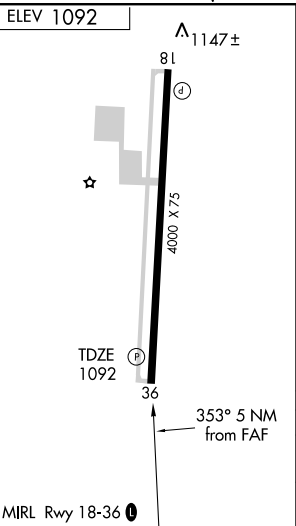
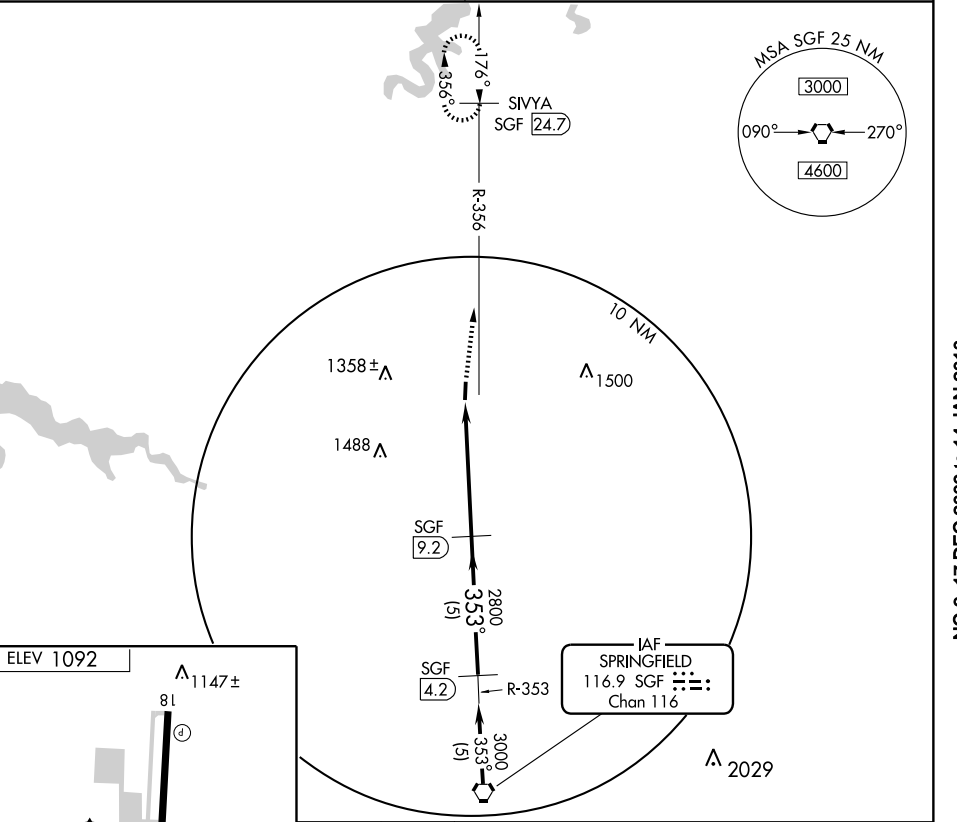
MISSED APPROACH: Climb to 3000 via SGF R-356 to SIVYA/SGF 24.7 DME and hold.

SPRINGFIELD APP CON

124.95 318.2

UNICOM

123.0 (CTAF) 1



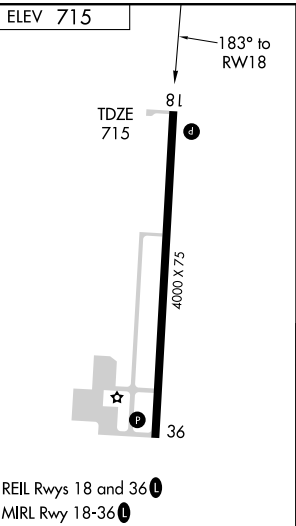
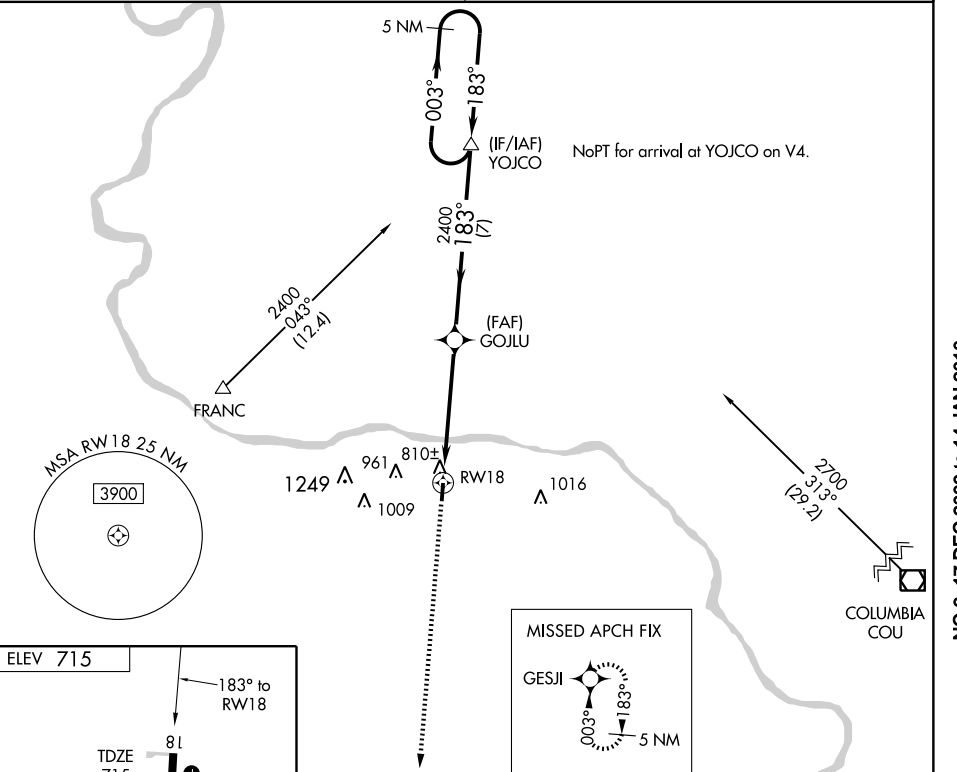
NA

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Columbia Rgnl altimeter setting.

MISSED APPROACH: Climb to 2400 direct GESJI and hold.

MIZZU APP CON
124.375

UNICOM
122.7 (CTAF) 1



2400 ↑ GESJI				VGSJ and RNAV glidepath not coincident.				5 NM Holding Pattern			
RWY 18				GOJLU				YOJCO			
183°				183°				003°			
2400				2400				2400			
5.1 NM				7 NM				GS 3.00° TCH 40			
CATEGORY	A			B			C			D	
LPV DA	1103-1½			388 (400-1½)						NA	
LNAV MDA	1140-1			425 (500-1)			1140-1¼ 425 (500-1¼)			NA	
CIRCLING	1200-1			485 (500-1)			1340-1¾ 625 (700-1¾)			NA	

APP CRS 003°	Rwy Idg TDZE Apt Elev	4000 715 715
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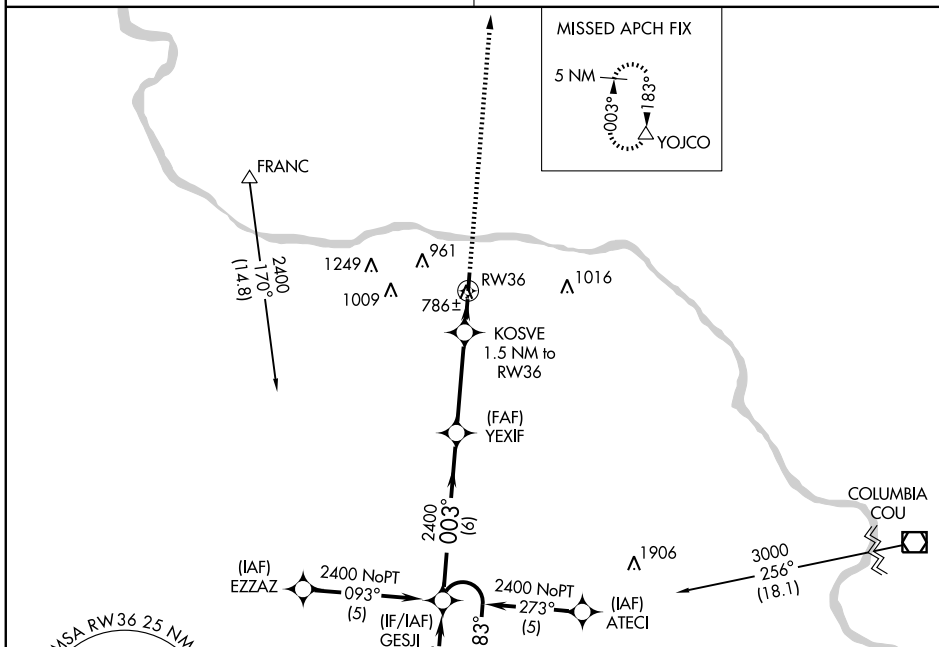
RNAV (GPS) RWY 36

BOONVILLE/JESSE VIERTEL MEMORIAL (VER)

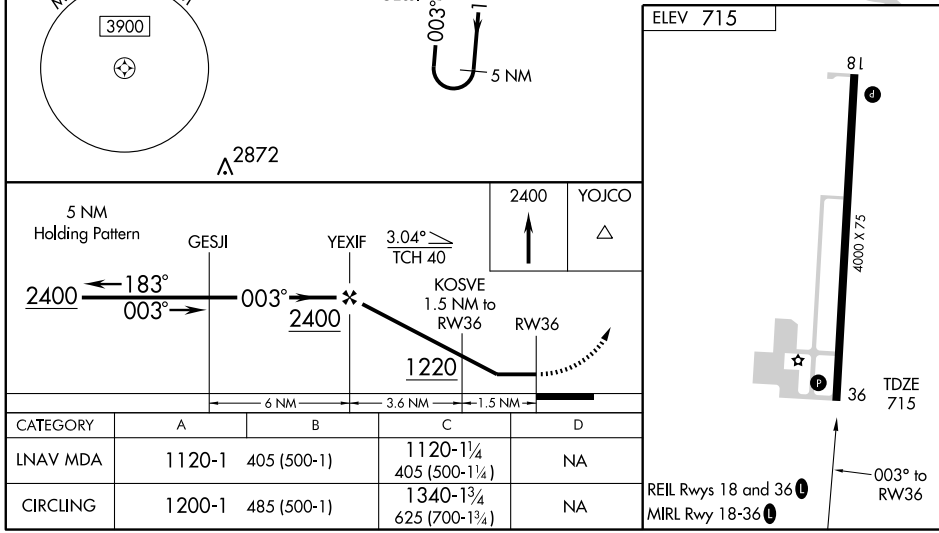
T	DME/DME RNP-0.3 NA.
A NA	Visibility reduction by helicopters NA. Use Columbia Rgnl altimeter setting.

MISSED APPROACH: Climb to 2400 direct YOJCO and hold.

MIZZU APP CON
124.375

UNICOM
122.7 (CTAF) **L**

NC-3, 17 DEC 2009 to 14 JAN 2010



VORTAC HLV 114.2 Chan 89	APP CRS 243°	Rwy Idg TDZE Apt Elev	N/A N/A 715
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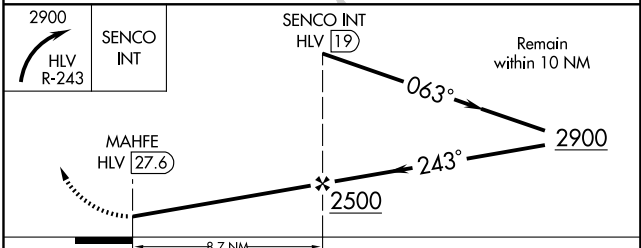
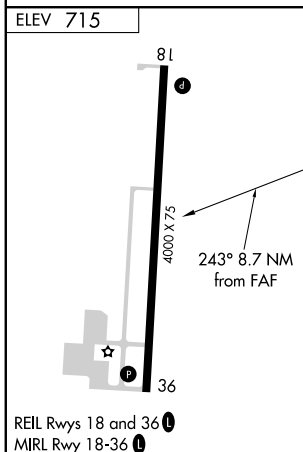
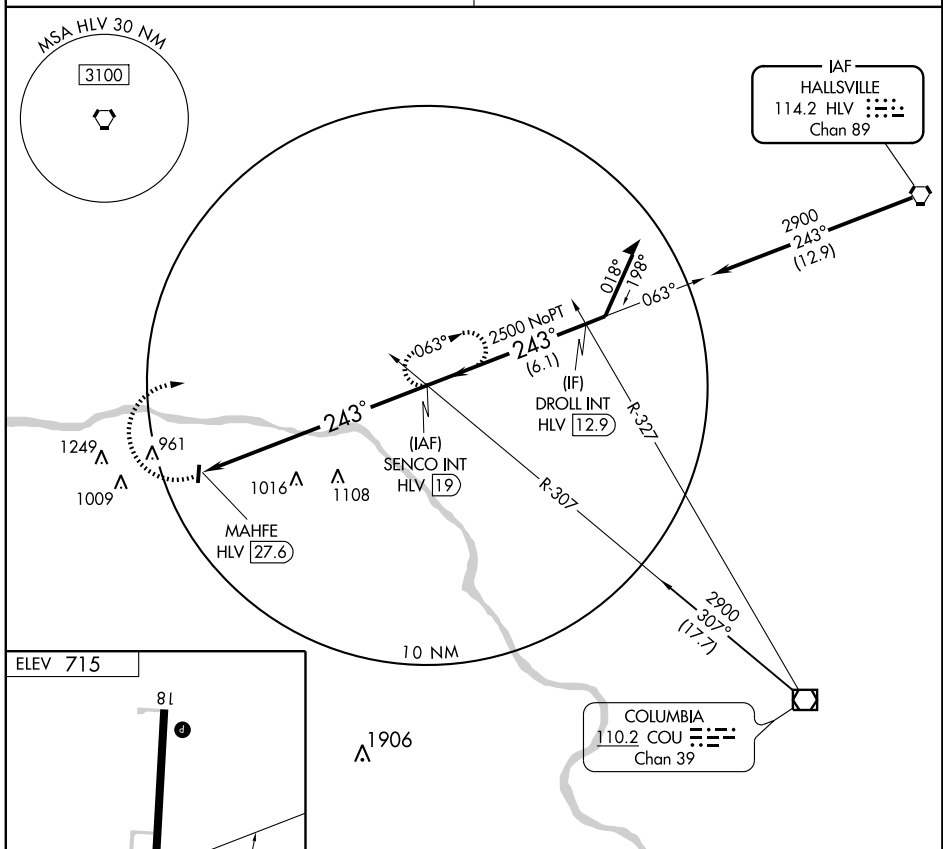
VOR-A

BOONVILLE/JESSE VIERTEL MEMORIAL (VER)

T	Visibility reduction by helicopters NA.
A NA	Use Columbia Rgnl altimeter setting.

MISSED APPROACH: Climbing right turn to 2900 via HLV VORTAC R-243 to SENCO Int/HLV 19 DME and hold.

MIZZU APP CON
124.375

UNICOM
122.7 (CTAF) **L**

FAF to MAP 8.7 NM					
Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

CATEGORY	A	B	C	D
CIRCLING	1900-1 $\frac{1}{4}$ 1185 (1200-1 $\frac{1}{4}$)	1900-1 $\frac{1}{2}$ 1185 (1200-1 $\frac{1}{2}$)	1900-3 1185 (1200-3)	NA

▼

▲ NA

Use Quincy, IL altimeter setting.

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

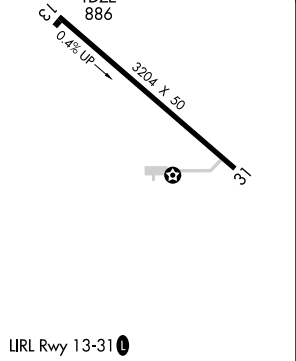
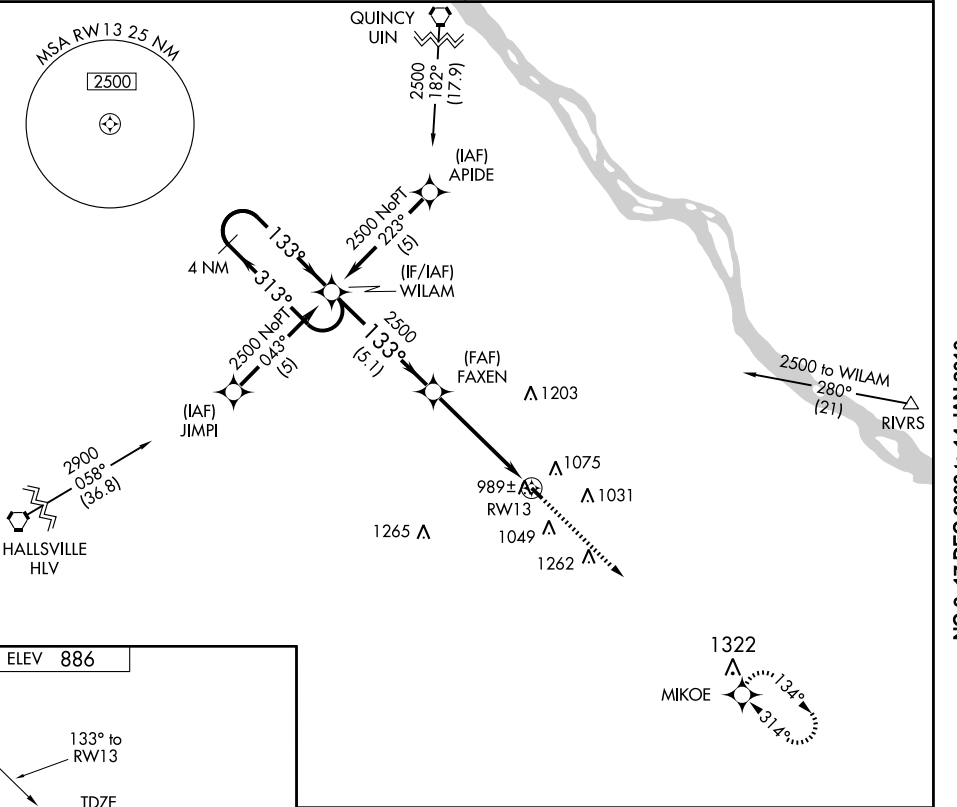
MISSED APPROACH: Climb to 2500 via 133 course to MIKOE WP and hold.

KANSAS CITY CENTER

135.525 319.9

UNICOM

122.8 (CTAF) 0



4 NM Holding Pattern				
<div> <div>WILAM</div> <div>FAXEN</div> <div>RW13</div> <div>MIKOE</div> </div>				
<div> <div>2500 ← 313°</div> <div>133° → 2500</div> <div>3.04° ≥ TCH 40</div> <div>5.1 NM</div> <div>4.9 NM</div> </div>				
CATEGORY	A	B	C	D
LNAV MDA	1340-1	454 (500-1)	NA	
CIRCLING	1520-1	634 (700-1)	NA	

APP CRS	Rwy Idg	3204
314°	TDZE	886
	Apt Elev	886

RNAV (GPS) RWY 31

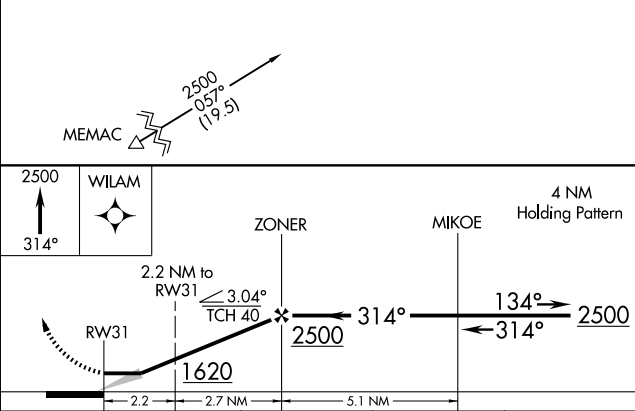
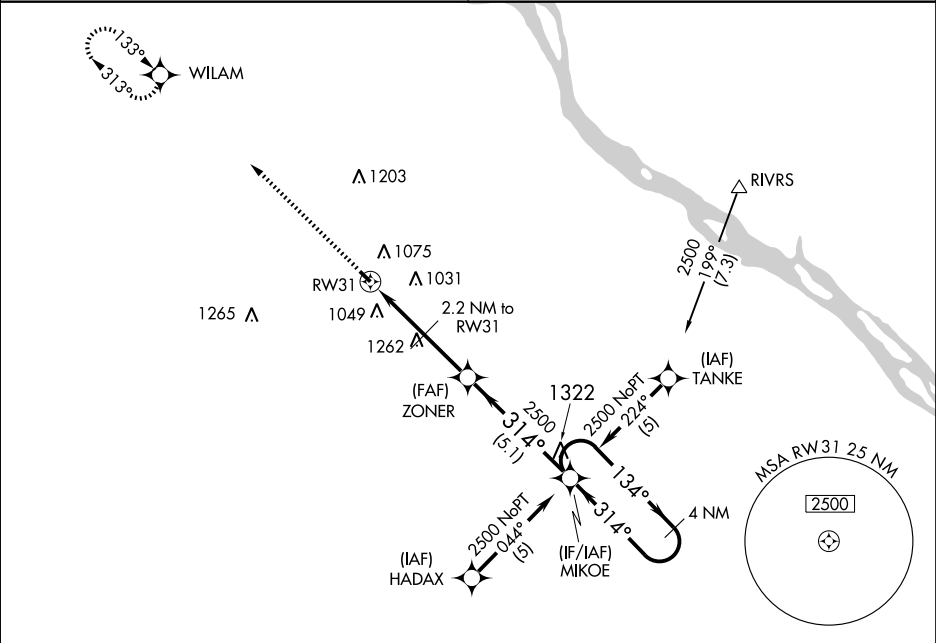
BOWLING GREEN MUNI (H19)

▼ Use Quincy, IL altimeter setting.
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

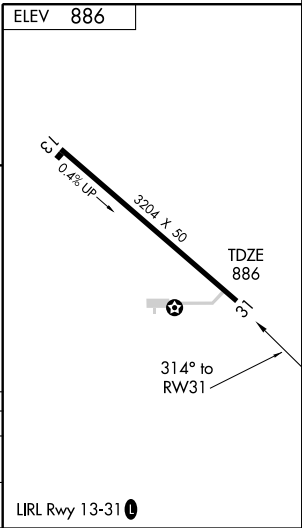
MISSED APPROACH: Climb to 2500 via 314° course to WILAM WP and hold.

KANSAS CITY CENTER
135.525 319.9

UNICOM
122.8 (CTAF) **0**



CATEGORY	A	B	C	D
RNAV MDA	1460-1	574 (600-1)	NA	NA
CIRCLNG	1520-1	634 (700-1)	NA	NA



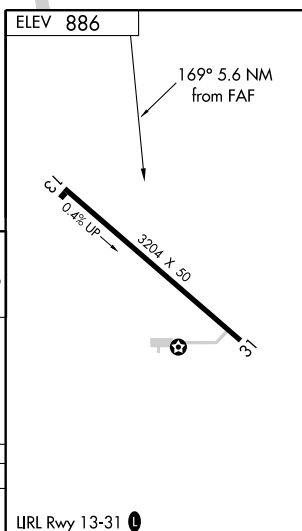
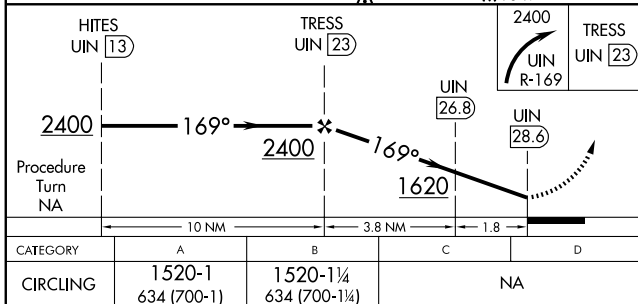
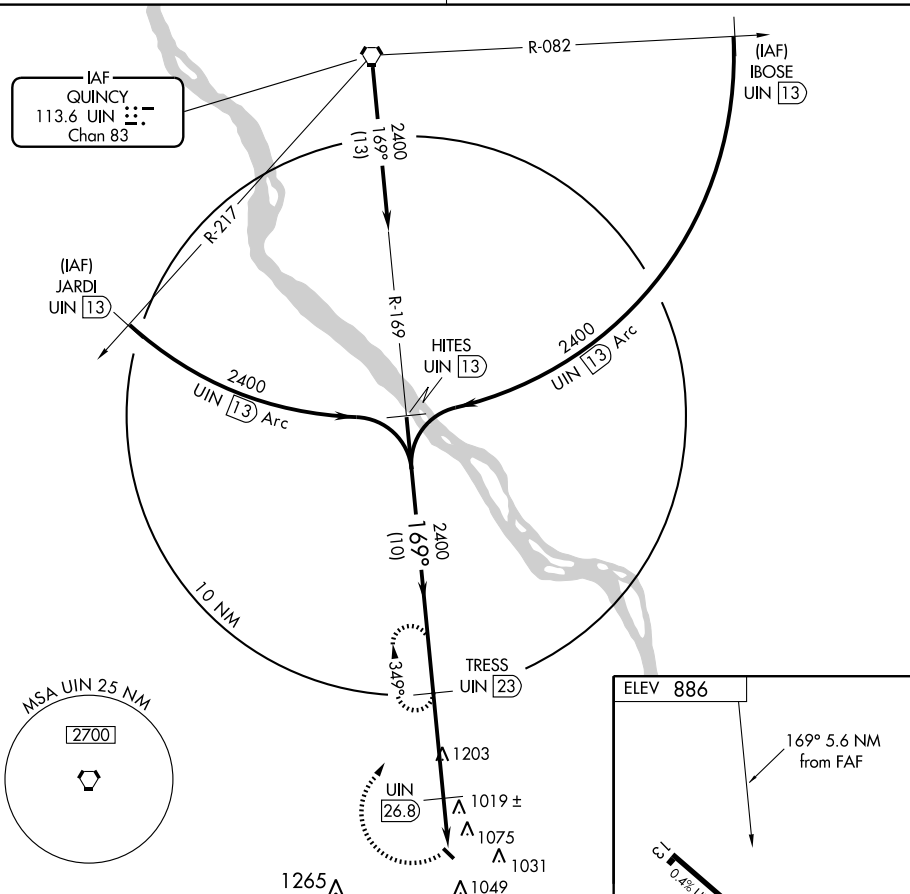
VORTAC UIN 113.6 Chan 83	APP CRS 169°	Rwy Idg TDZE Apt Elev	N/A N/A 886
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VOR/DME-A
BOWLING GREEN MUNI (H19)

T	Use Quincy altimeter setting.
A NA	

MISSED APPROACH: Climbing right turn to 2400 via UIN R-169 to TRESS/23 DME and hold.

KANSAS CITY CENTER
135.525 319.9

UNICOM
122.8 (CTAF) **L**

AIRPORT DIAGRAM

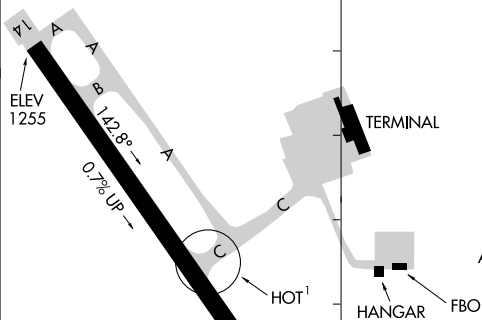
AL-10372 (FAA)

BRANSON (BBG)
BRANSON, MISSOURI

ATIS
124.625
BRANSON TOWER ★
128.15
GND CON
118.4
CLNC DEL
126.35

D

36° 32.5' N



JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

36° 32.0' N

RWY 14-32
S75, D200, ST175, DT350, DDT700

TWR
★

7140 X 150

HOT²

322.8°

FIELD
ELEV
1302

36° 31.5' N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

93° 12.5' W

93° 12.0' W

93° 11.5' W

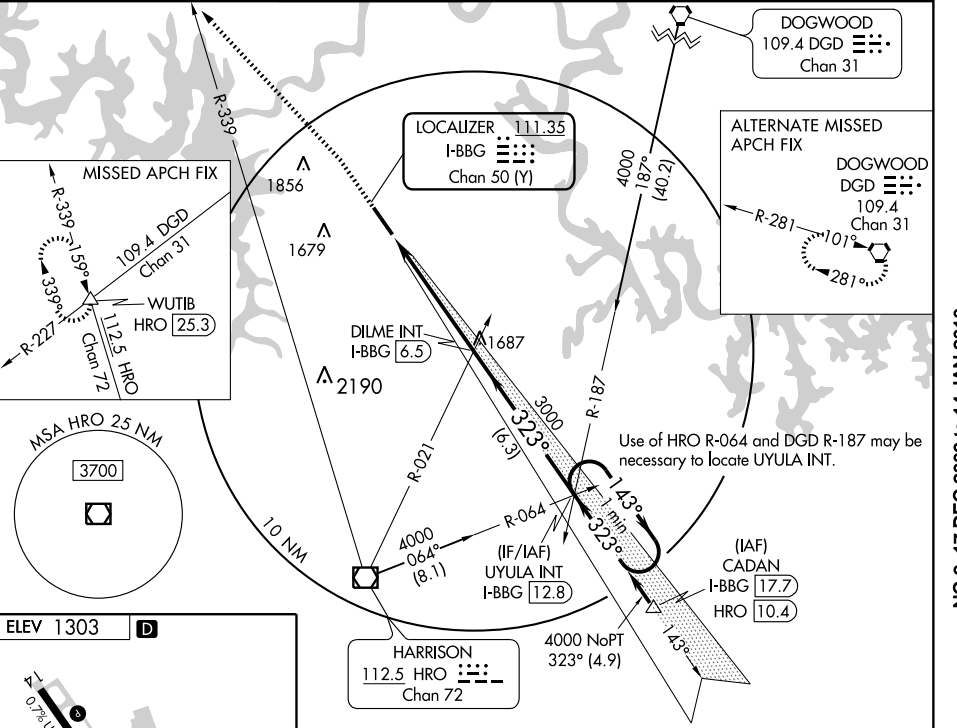
LOC/DME I-BBG	APP CRS	Rwy Idg	7140
111.35	323°	TDZE	1302
Chan 50(Y)		Apt Elev	1303

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Harrison altimeter setting and increase DA 47 feet and all MDA 80 feet and increase Circling Cat D visibility ¼ mile.
VDP NA when using Harrison altimeter setting.

MALSF

MISSED APPROACH: Climb to 1800 then climbing left turn to 4000 via heading 315° and HRO VOR/DME R-339 to WUTIB INT/HRO 25.3 DME and hold.

ATIS 124.625	SPRINGFIELD APP CON 126.35	BRANSON TOWER★ 128.15 (CTAF)	GND CON 118.4	CLNC DEL 126.35	SPRINGFIELD CLNC DEL 126.35 (When tower closed)	UNICOM 122.95
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ELEV 1303

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

FAF to MAP 5.1 NM

1800	4000	HRO R-339	WUTIB	UYULA INT	One Minute Holding Pattern
		112.5		I-BBG 12.8	
		I-BBG 2.6	DILME INT I-BBG 6.5		
		I-BBG 1.4			
		1.2	3.9 NM	6.3 NM	
CATEGORY	A	B	C	D	
S-ILS 32	1502-1 200 (200-1)				
S-LOC 32	1740-1	438 (500-1)	1740-1¼ 438 (500-1¼)	1740-1½ 438 (500-1½)	
CIRCLING	1760-1 457 (500-1)	1780-1 477 (500-1)	1780-1½ 477 (500-1½)	2000-2¼ 697 (700-2¼)	

GS 3.00° TCH 50

NC-3. 17 DEC 2009 to 14 JAN 2010

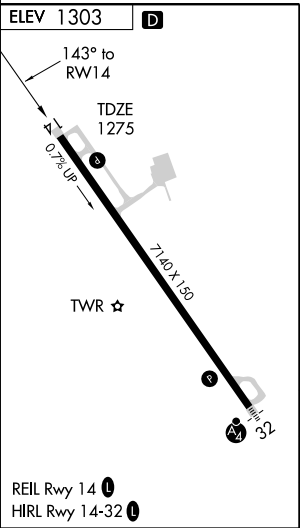
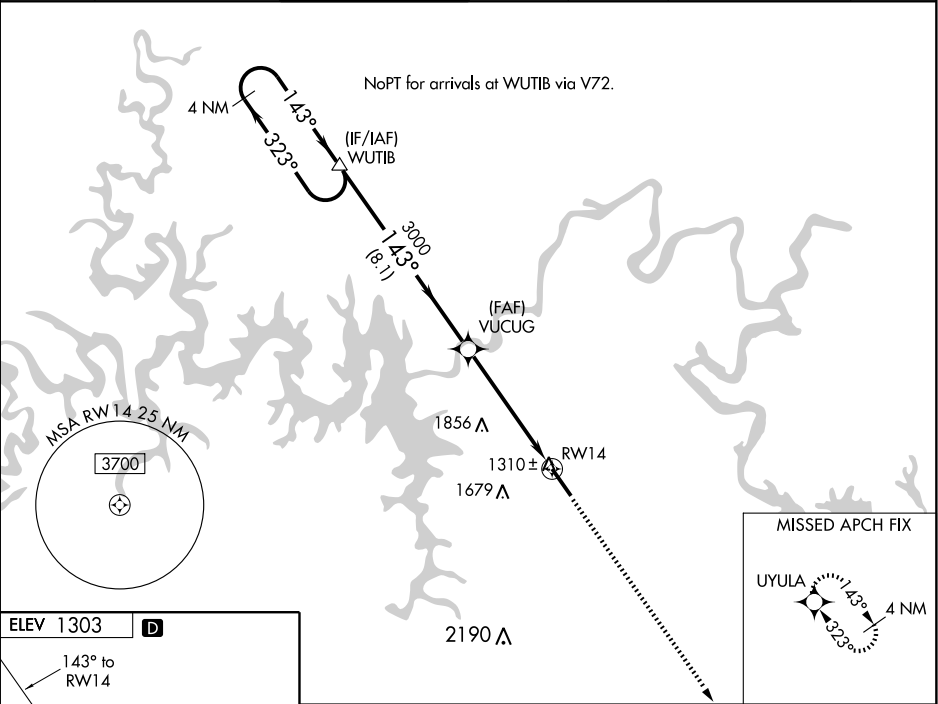
WAAS CH 49111 W14A	APP CRS 143°	Rwy Idg TDZE 1275 Apt Elev 1303
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RNAV (GPS) RWY 14
BRANSON (BBG)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
⚠ When local altimeter setting not received, use Harrison altimeter setting and increase all DA 47 feet and all MDA 60 feet.
VDP and Baro-VNAV NA when using Harrison altimeter setting.

MISSED APPROACH: Climb to 4000
direct UYULA and hold.

ATIS 124.625	SPRINGFIELD APP CON 126.35	BRANSON TOWER ★ 128.15 (CTAF) 0	GND CON 118.4	CLNC DEL 126.35	SPRINGFIELD CLNC DEL 126.35 (When tower closed)	UNICOM 122.95
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4 NM Holding Pattern				
WUTIB				
4000 ← 323° → 143°				
GS 3.00° TCH 51				
3000				
VUCUG				
*2.2 NM to RW14				
8.1 NM 3 NM 2.2				
CATEGORY	A	B	C	D
LPV DA	1525-1 250 (300-1)			
LNAV/VNAV DA	1798-2 523 (500-2)			
LNAV MDA	2020-1 745 (800-1)	2020-1¼ 745 (800-1¼)	2020-2¼ 745 (800-2¼)	2020-2½ 745 (800-2½)
CIRCLING	2020-1 717 (800-1)	2020-1¼ 717 (800-1¼)	2020-2¼ 717 (800-2¼)	2020-2½ 717 (800-2½)

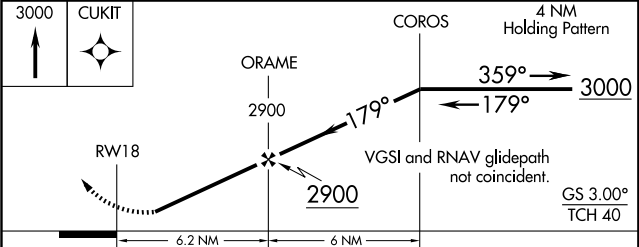
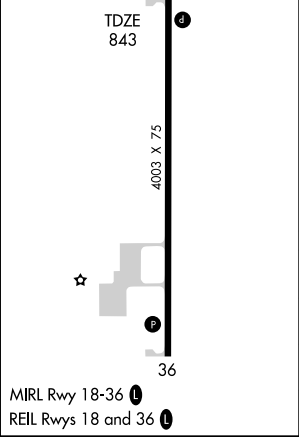
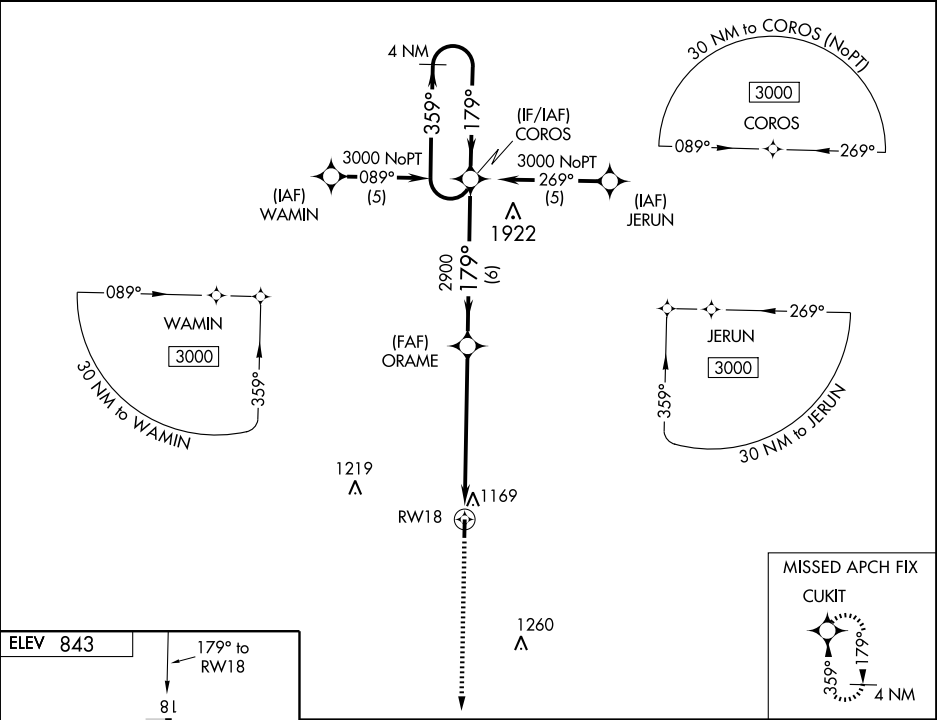
WAAS CH 42715 W18A	APP CRS 179°	Rwy Idg 4003 TDZE 843 Apt Elev 843
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RNAV (GPS) RWY 18

BROOKFIELD/ NORTH CENTRAL MISSOURI RGNL (MO8)

 	Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Chillicothe Muni altimeter setting, when not received, use Kirksville Rgnl altimeter setting and increase all DA 24 feet and all MDA 40 feet and increase LNAV and circling Cat B/C visibility ¼ mile.	MISSED APPROACH: Climb to 3000 direct CUKIT and hold.
------	--	---

CHILLICOTHE AWOS-3 118.175	KANSAS CITY CENTER 125.25 381.5	CTAF 122.9 0
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CATEGORY	A	B	C	D
LPV DA	1188-1¼	345 (400-1¼)		NA
LNAV/VNAV DA	1529-2½	686 (700-2½)		NA
LNAV MDA	1560-1	717 (800-1)	1560-2 717 (800-2)	NA
CIRCLING	1560-1	717 (800-1)	1560-2 717 (800-2)	NA

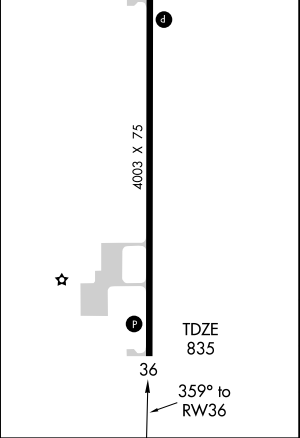
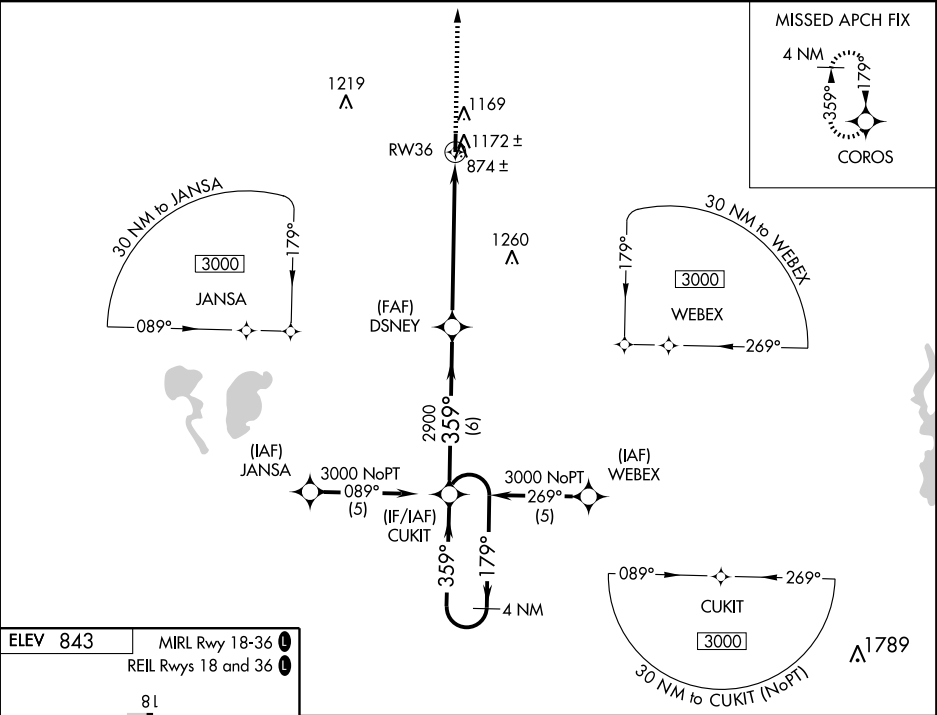
WAAS CH 93715 W36A	APP CRS 359°	Rwy Idg 4003 TDZE 835 Apt Elev 843
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RNAV (GPS) RWY 36

BROOKFIELD/ NORTH CENTRAL MISSOURI RGNL (M08)

 	Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Chillicothe Muni altimeter setting, when not received use Kirksville Rgnl altimeter setting and increase all DA 24 feet and all MDA 40 feet; increase LNAV Cat C visibility ¼ mile.	MISSED APPROACH: Climb to 3000 direct COROS and hold.
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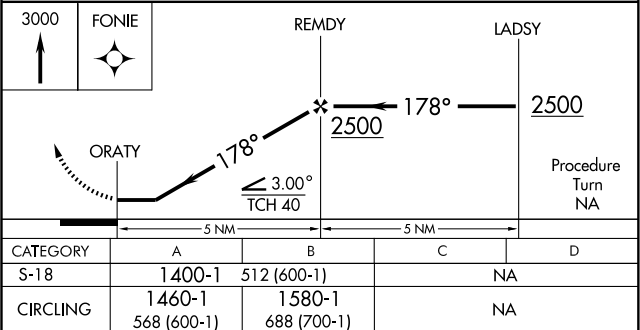
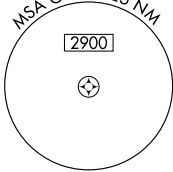
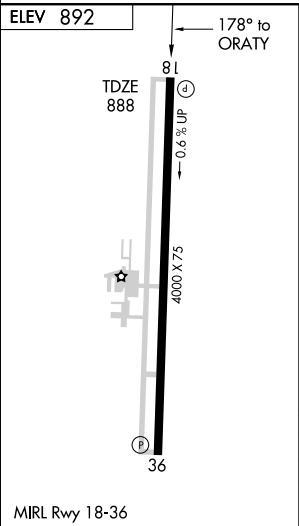
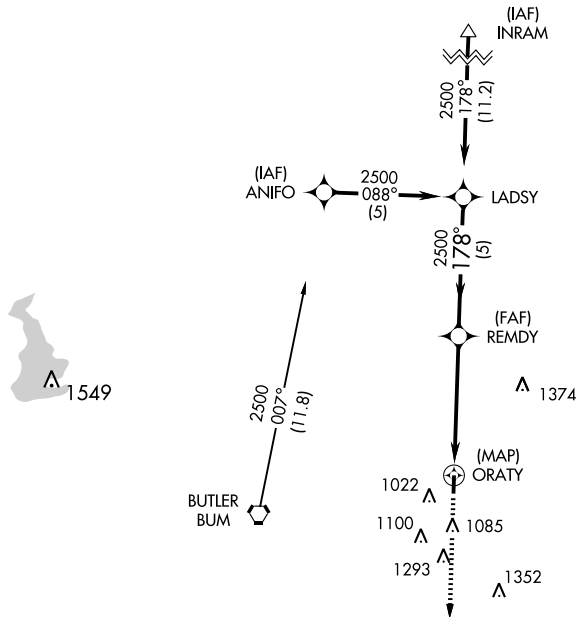
CHILLICOTHE AWOS-3 118.175	KANSAS CITY CENTER 125.25 381.5	CTAF 122.9 0
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4 NM Holding Pattern		CUKIT	DSNEY	RW36
3000		179°	359°	
GS 3.00° TCH 40			2900	
		6 NM	6.3 NM	
CATEGORY	A	B	C	D
LPV DA	1238-1½	403 (400-1½)		NA
LNAV/VNAV DA	1315-1¾	480 (500-1¾)		NA
LNAV MDA	1500-1	665 (700-1)	1500-1¾ 665 (700-1¾)	NA
CIRCLING	1540-1	697 (700-1)	1540-2 697 (700-2)	NA

APP CRS	Rwy Idg	4000
178°	TDZE	888
	Apt Elev	892

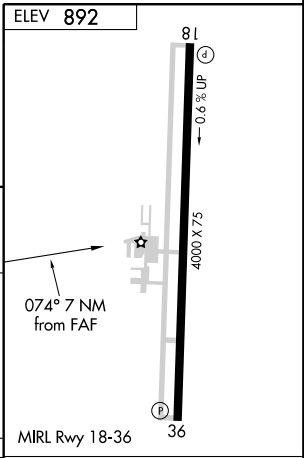
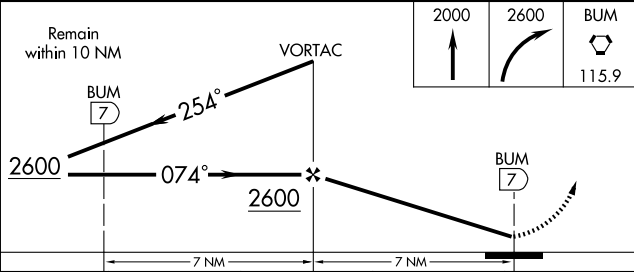
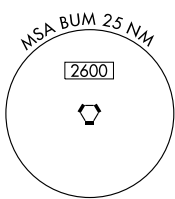
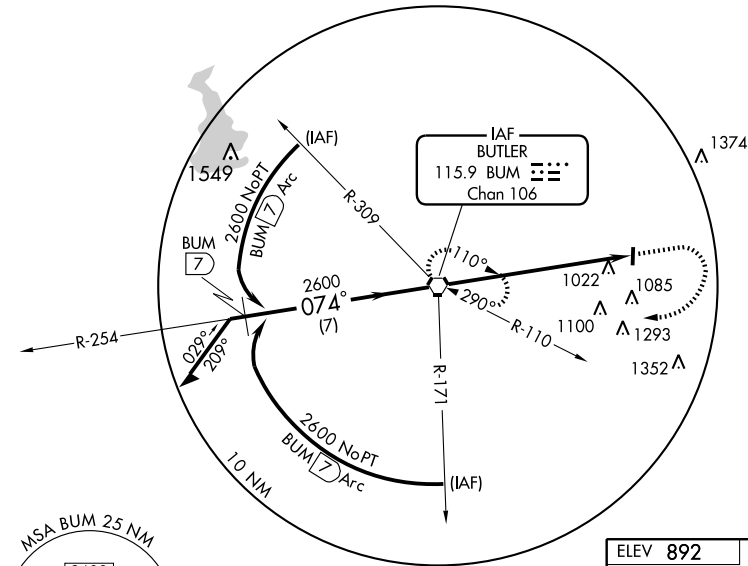
<div>▲ NA</div> <div>Use Charles B. Wheeler Downtown altimeter setting.</div>	MISSED APPROACH: Climb to 3000 direct FONIE WP and hold.
KANSAS CITY CENTER 125.55 327.0	CTAF 122.9



VORTAC BUM 115.9 Chan 106	APP CRS 074°	Rwy Idg TDZE Apt Elev	N/A N/A 892
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VOR-A
BUTLER MEMORIAL (BUM)

▲ NA Use Charles B. Wheeler Downtown alimeter setting.	MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct BUM VORTAC and hold.
KANSAS CITY CENTER 125.55 327.0	CTAF 122.9



CATEGORY	A	B	C	D	FAF to MAP 7 NM					
CIRCLING	1460-1	1580-1	NA		Knots	60	90	120	150	180
	568 (600-1)	688 (700-1)			Min:Sec	7:00	4:40	3:30	2:48	2:20

▼

Use West Plains Muni altimeter setting.

▲ NA

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

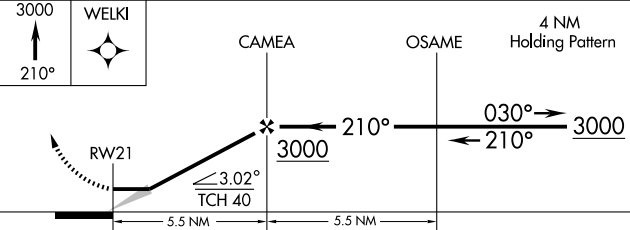
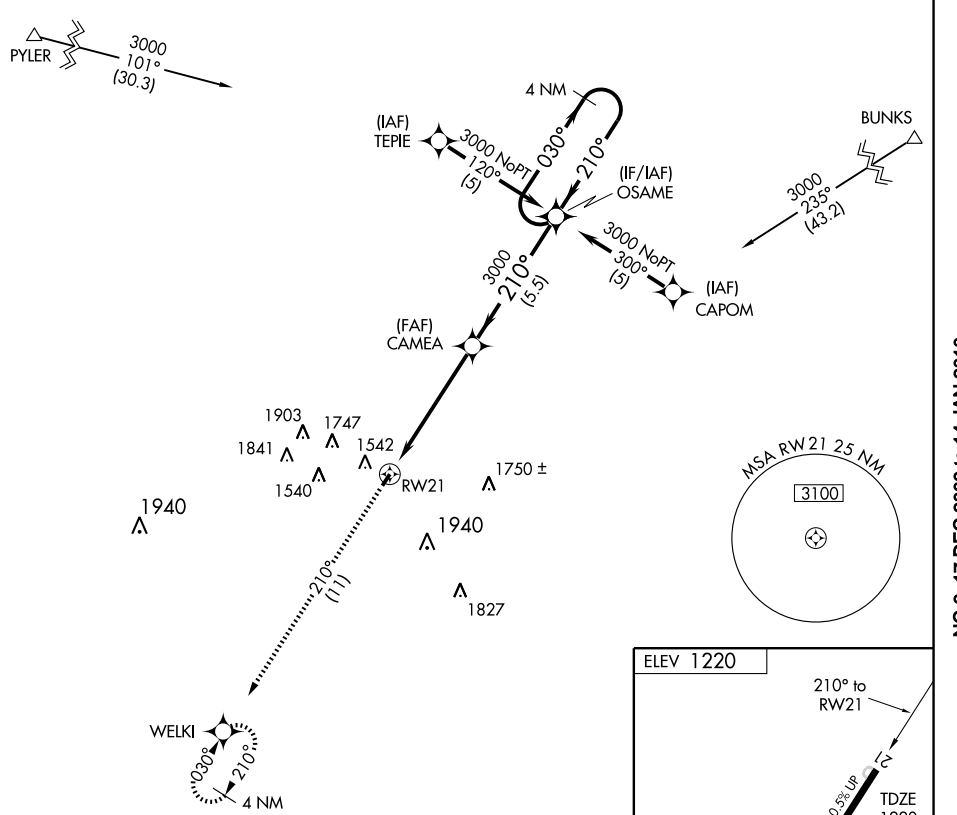
MISSED APPROACH: Climb to 3000 via 210° course to WELKI WP and hold.

KANSAS CITY CENTER

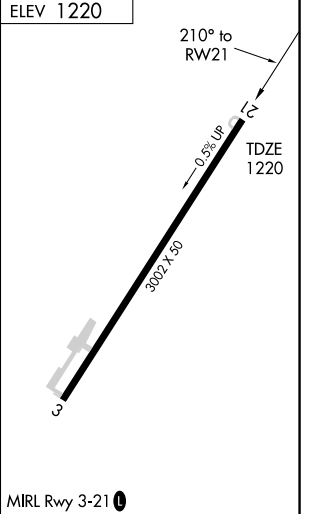
128.35 284.67

CTAF

122.9 0



CATEGORY	A	B	C	D
LNAB MDA	1780-1 560 (600-1)		1780-1½ 560 (600-1½)	NA
CIRCLING	1920-1 700 (700-1)	1940-1 720 (800-1)	1960-2 740 (800-2)	NA



VORTAC MAP 113.4 Chan 81	APP CRS 201°	Rwy Idg TDZE Apt Elev	3002 1217 1220
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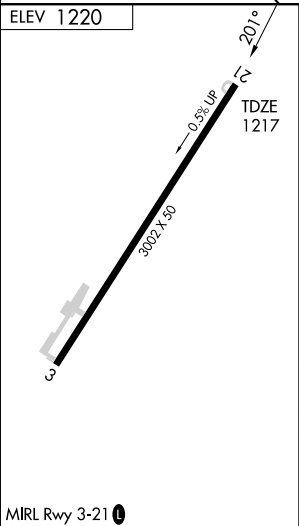
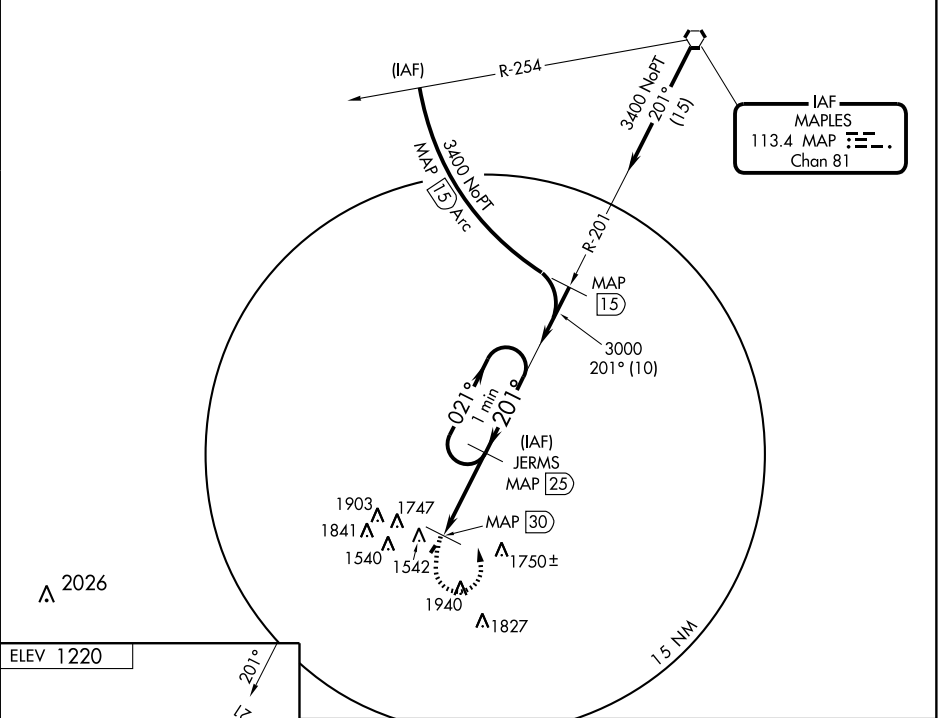
VOR/DME RWY 21
CABOOL MEMORIAL (TVB)

▼ Use Ft. Leonard Wood, Forney AAF altimeter setting; if not received use Springfield altimeter setting.

▲NA Fly visual to airport.

MISSED APPROACH: Climbing left turn to 3000 via MAP R-201 to JERMS 25 DME and hold.

KANSAS CITY CENTER 128.35 284.67	CTAF 122.9
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3000

MAP R-201

JERMS MAP

25

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MAP R-201

JERMS MAP

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MAP R-201

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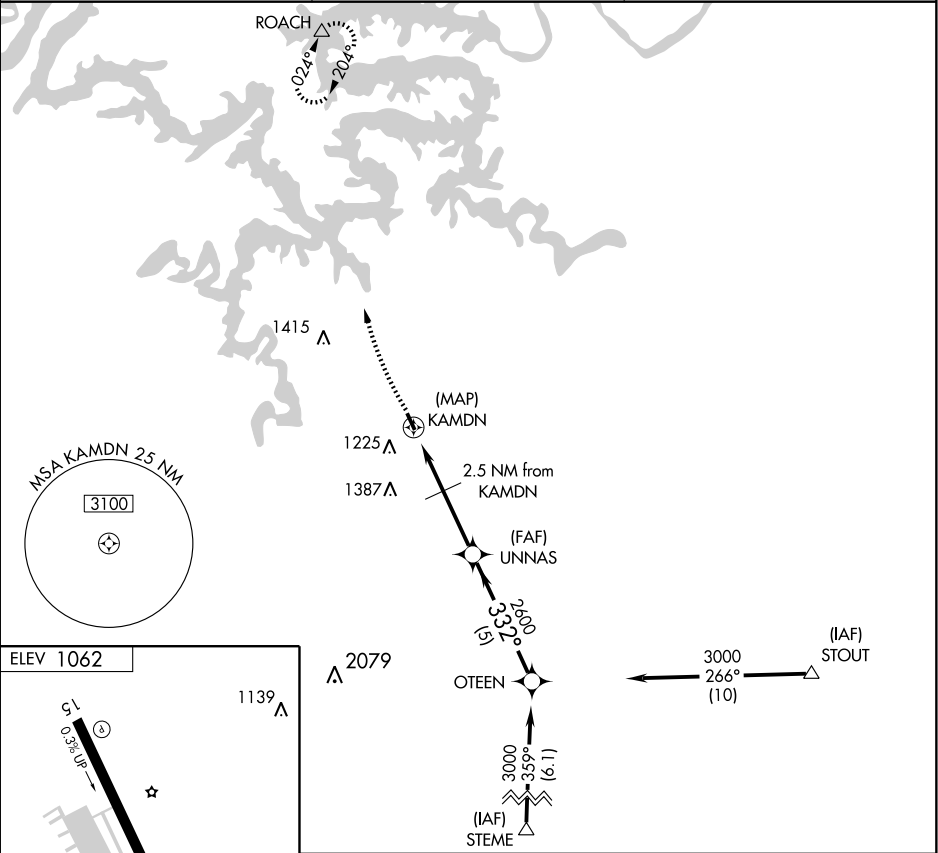
▼

▲ NA

Use Kaiser/Lee C. Fine Memorial setting.

MISSED APPROACH: Climb to 4000 direct ROACH WP and hold.

KAISER/LEE C. FINE MEMORIAL AWOS-3 135.325	MIZZU APP CON 124.1 353.7	UNICOM 122.8 (CTAF) 0
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ELEV 1062		1139	
332° to KAMDN		332°	
MIRL Rwy 15-33 0		REIL Rwy 15 and 33 0	
CATEGORY		A	B
S-33		1440-1	378 (400-1)
CIRCLING		1580-1	518 (600-1)
		C	D
		NA	NA

VOR/DME SHY 108.4 Chan 21	APP CRS 222°	Rwy Idg TDZE Apt Elev N/A N/A 1062
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VOR or GPS-A

CAMDENTON MEMORIAL (H21)

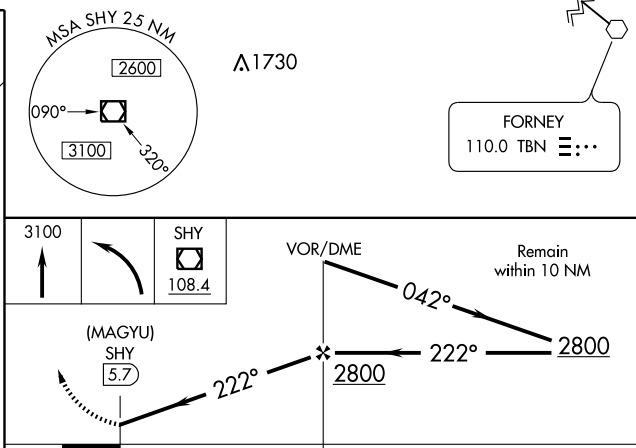
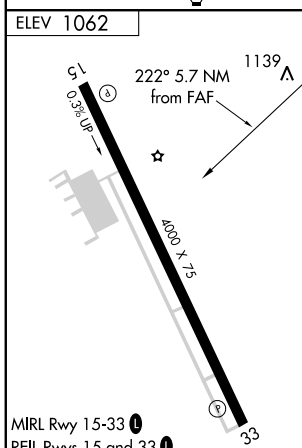
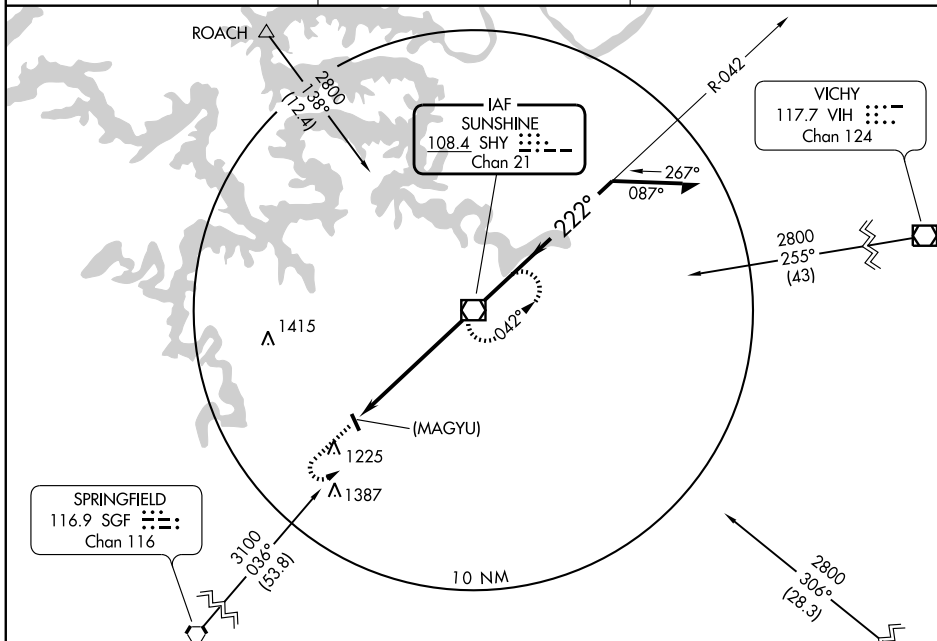
 **NA** Use Kaiser/Lee C. Fine Memorial setting.

MISSED APPROACH: Climb to 3100 then left turn direct SHY
 VOR/DME and hold.

KAISER/LEE C. FINE MEMORIAL AWOS-3
135.325

MIZZU APP CON
124.1 353.7

UNICOM
122.8 (CTAF) 0



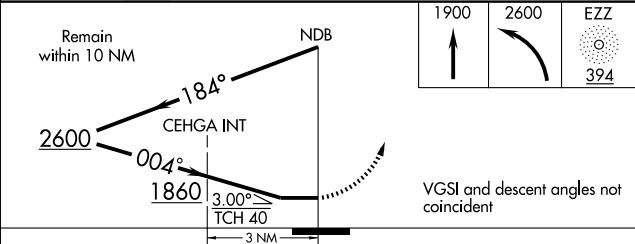
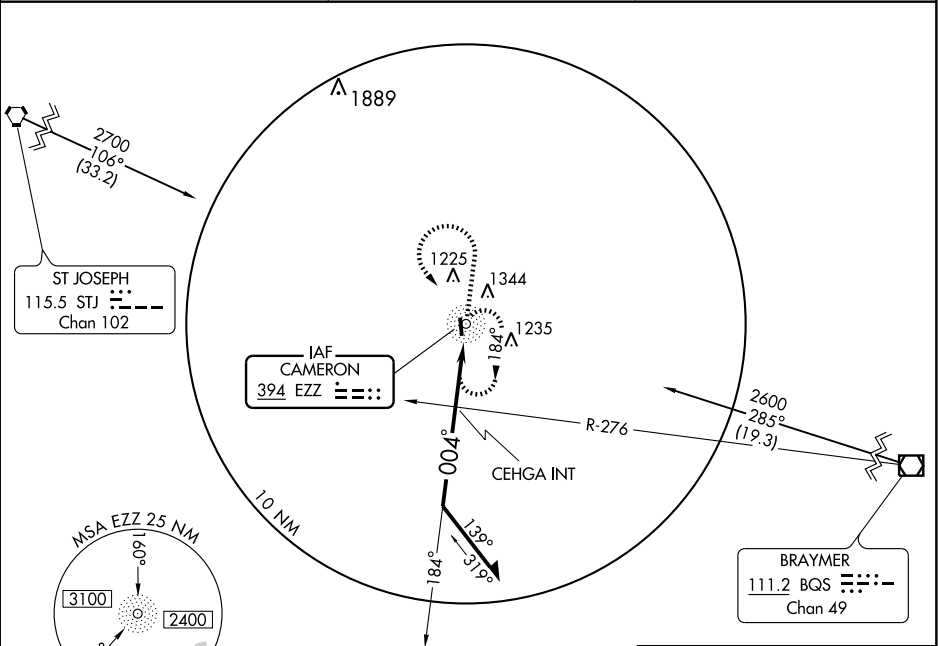
FAF to MAP 5.7 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1580-1	518 (600-1)	1580-1½ 518 (600-1½)	1620-2 558 (600-2)
Min:Sec	5:42	3:48	2:51	2:17	1:54					

NDB EZZ 394	APP CRS 004°	Rwy Idg TDZE Apt Elev	4000 1037 1042
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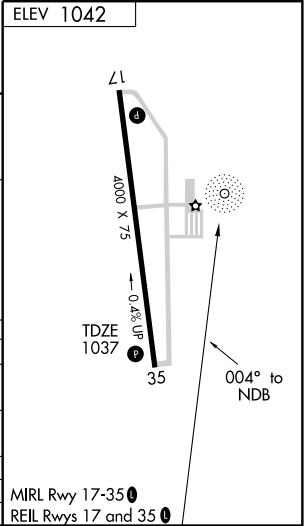
NDB RWY 35
CAMERON MEMORIAL (EZZ)

NA Use Kansas City Intl altimeter setting.	MISSED APPROACH: Climb to 1900 then climbing left turn to 2600 direct EZZ NDB and hold.
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KANSAS CITY APP CON 118.4 307.35	CLNC DEL 121.6	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-35	1860-1 823 (900-1)	1860-1¼ 823 (900-1¼)	NA	NA
CIRCLING	1860-1 818 (900-1)	1860-1¼ 818 (900-1¼)	NA	NA
CEHGA INT MINIMUMS				
S-35	1560-1 523 (600-1)	NA	NA	NA
CIRCLING	1740-1 698 (700-1)	NA	NA	NA



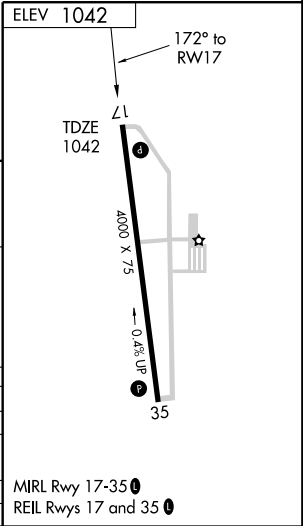
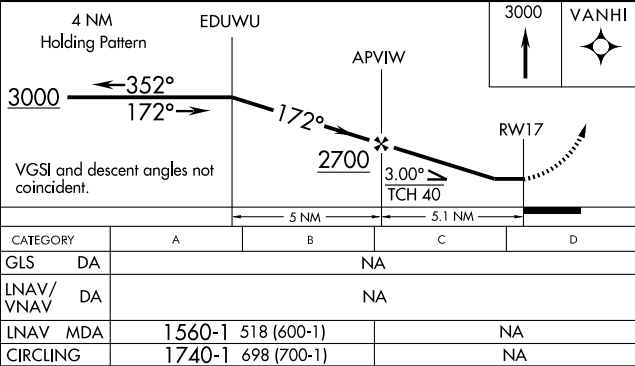
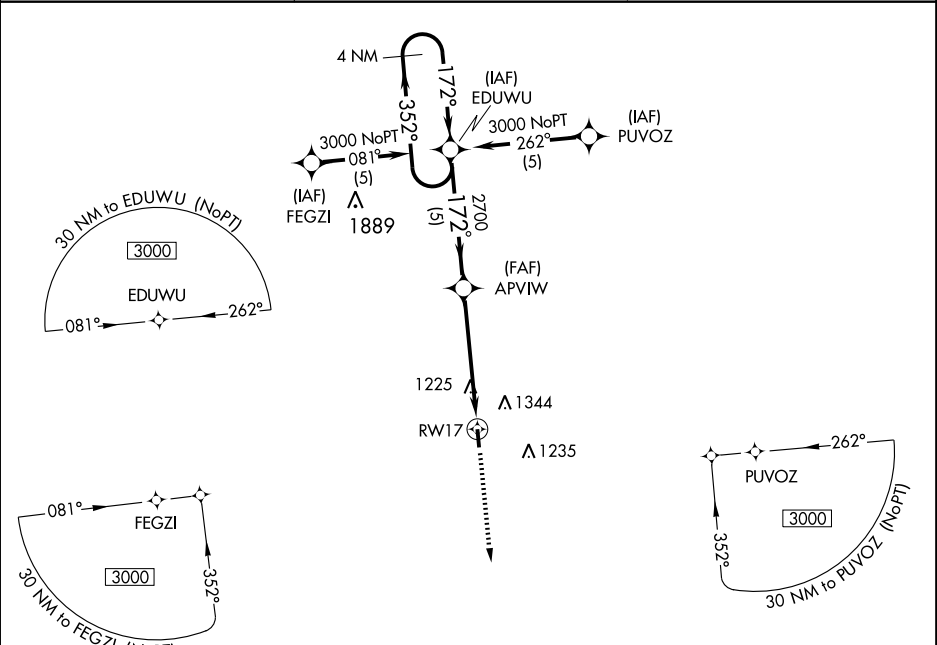
APP CRS	Rwy Idg	4000
172°	TDZE	1042
	Apt Elev	1042

RNAV (GPS) RWY 17

CAMERON MEMORIAL (EZZZ)

NA	Use Kansas City Intl altimeter setting. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climb to 3000 direct VANHI WP and hold.
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KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 307.35	121.6	122.8 (CTAF) 0



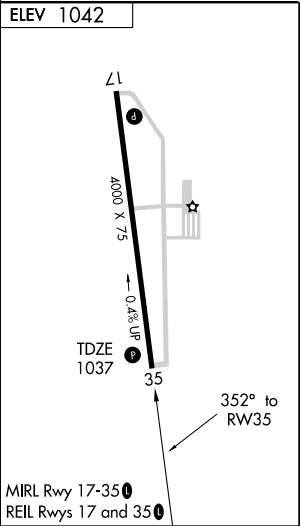
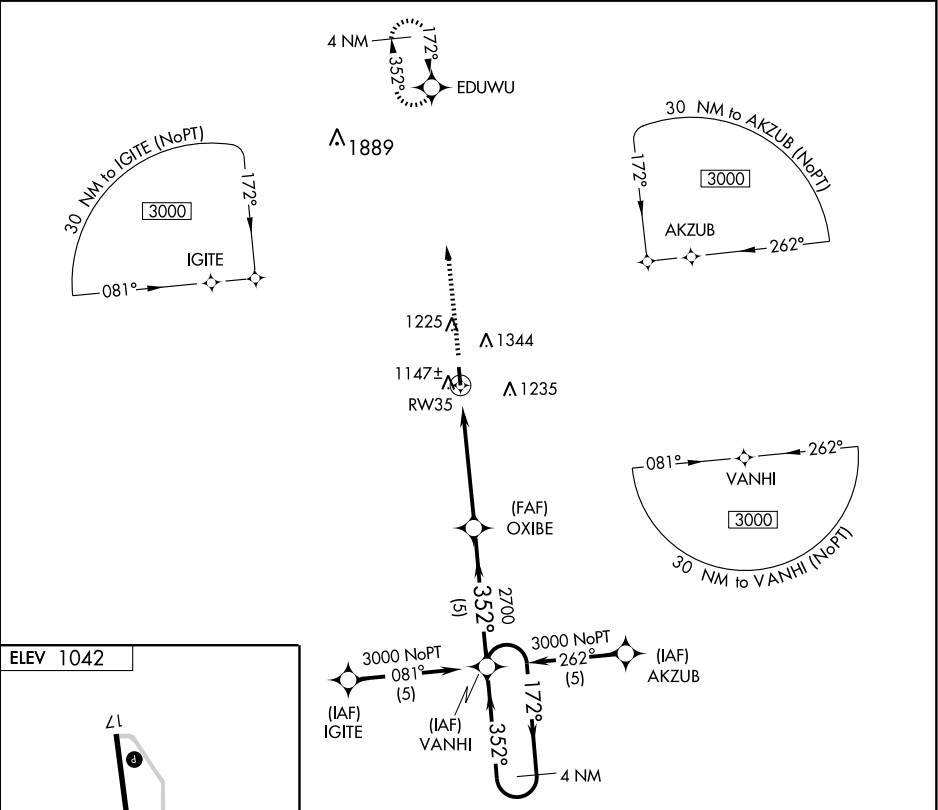
APP CRS	Rwy Idg
352°	4000
	TDZE
	1037
	Apt Elev
	1042



RNAV (GPS) RWY 35
CAMERON MEMORIAL (EZZ)

▲ NA Use Kansas City Intl altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct EDUWU WP and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 307.35	121.6	122.8 (CTAF) 0



3000		EDUWU		VANHI		4 NM Holding Pattern	
							
		OXIBE					
		2700					
		352°					
		172°					
		←352°				3000	
		RW35					
		≤3.00°					
		TCH 40					
		5.2 NM		5 NM		VGSI and descent angles not coincident.	
CATEGORY		A	B	C	D		
GLS DA		NA					
LNAY/VNAV DA		NA					
LNAY MDA		1500-1	463 (500-1)	NA			
CIRCLING		1740-1	698 (700-1)	NA			

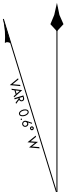
AIRPORT DIAGRAM

AL-943 (FAA)

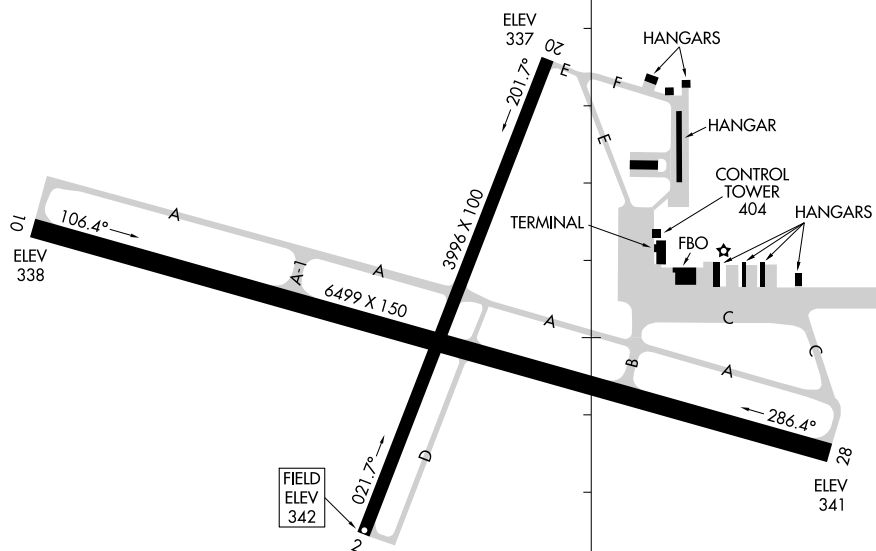
CAPE GIRARDEAU RGNL (CGI)
CAPE GIRARDEAU, MISSOURI

ASOS
120.55
CAPE GIRARDEAU TOWER ★
125.525
GND CON
121.6

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W



37°14'N



RWY 2-20
S45, D60, DT100
RWY 10-28
S93, D125, ST159, DT215

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

37°13'N

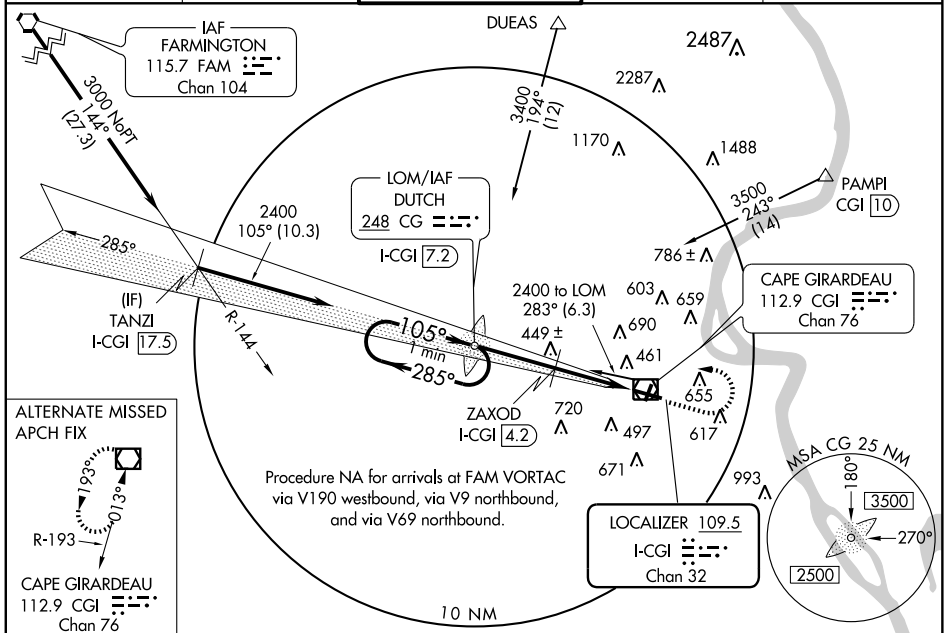
ILS or LOC RWY 10

CAPE GIRARDEAU RGNL (CGI)

LOC I-CGI 109.5 Chan 32	APP CRS 105°	Rwy Idg TDZE Apt Elev	6499 338 342
---	------------------------	-----------------------------	---

<p>When local altimeter setting not received, use Cairo Rgnl altimeter setting and increase all DA 48 feet, increase all MDA 60 feet, increase ZAXOD fix minimums Circling Cats C, D visibility ¼ mile. VDP NA when using Cairo Rgnl altimeter setting. ADF Required.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct DUTCH LOM/I-CGI 7.2 DME and hold.</p>
---	--------------	--

ASOS 120.55	MEMPHIS CENTER 133.65 292.15	CAPE GIRARDEAU TOWER★ 125.525 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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One Minute Holding Pattern

DUTCH LOM I-CGI 7.2

1500 2400 CG 248

2400 ← 285° 105° → 2400

GS 3.00° TCH 54

Use I-CGI DME when on localizer course.

*1320 *LOC only

3 NM 1.5 1.4

ELEV 342

105° 5.9 NM from FAF

TDZE 338

6499 X 150

393

404

328

CATEGORY	A	B	C	D
S-ILS 10	538-½ 200 (200-½)			
S-LOC 10	1320-¾ 982 (1000-¾)	1320-1 982 (1000-1)	1320-2½ 982 (1000-2½)	
CIRCLING	1320-1¼ 978 (1000-1¼)	1320-1½ 978 (1000-1½)	1320-3 978 (1000-3)	
ZAXOD FIX MINIMUMS				
S-LOC 10	860-½ 522 (600-½)	860-1 522 (600-1)	860-1¼ 522 (600-1¼)	
CIRCLING	860-1 518 (600-1)	960-1 618 (700-1)	960-1¾ 618 (700-1¾)	1000-2 658 (700-2)

MIRL Rwy 2-20					
HIRL Rwy 10-28					
FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

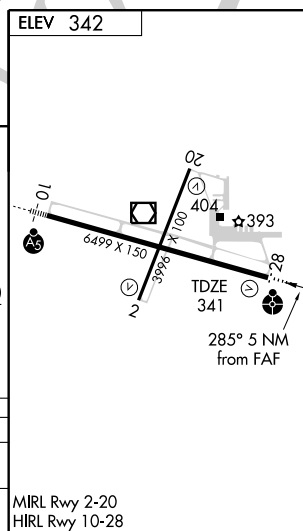
LOC/DME BC RWY 28
CAPE GIRARDEAU RGNL (CGI)

MISSED APPROACH: Climb to 2400 via I-CGI front course to DUTCH LOM/I-CGI 7.2 DME and hold.

ODALS



BACK COURSE




RNAV (GPS) RWY 10

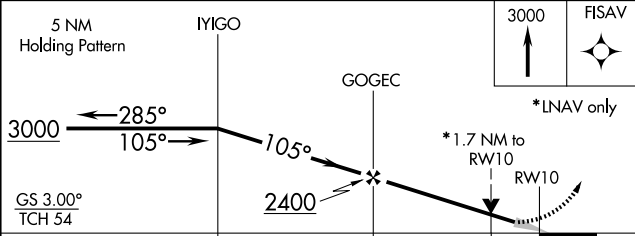
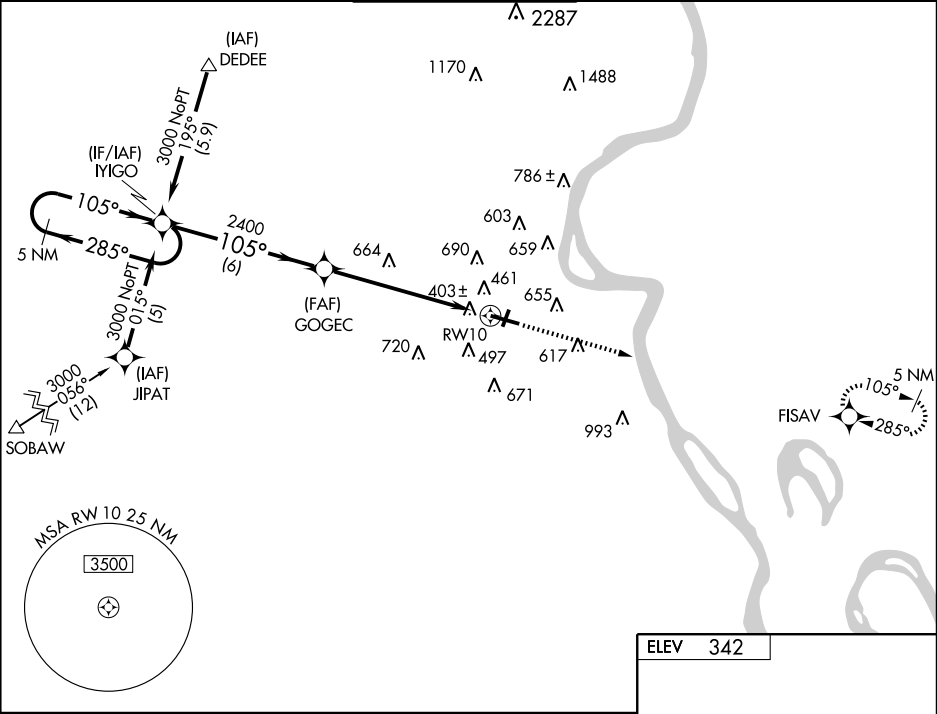
CAPE GIRARDEAU RGNL (CGI)

WAAS CH 61399 W10A	APP CRS 105°	Rwy Idg TDZE Apt Elev	6499 338 342
--	------------------------	-----------------------------	---

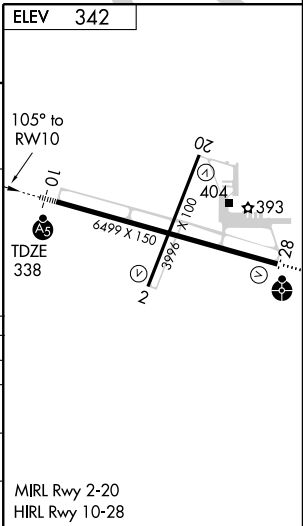
⚠ DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
If local altimeter setting not received, use Carbondale, IL altimeter setting and increase all DAs/MDAs 100 feet.
⚠ Baro-VNAV and VDP NA with Carbondale altimeter setting.
For inoperative MALSR increase LPV all Cats. visibility to ¾.

MALSR

MISSED APPROACH: Climb to 3000 direct FISAV and hold.

ASOS 120.55	MEMPHIS CENTER 133.65 292.15	CAPE GIRARDEAU TOWER★ 125.525 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		588-½	250 (300-½)	
LNAV/VNAV DA		723-¾	385 (400-¾)	
LNAV MDA	940-½	602 (600-½)	940-1¼ 602 (600-1¼)	940-1½ 602 (600-1½)
CIRCLING	940-1¼ 598 (600-1¼)	960-1¼ 618 (700-1¼)	960-1¾ 618 (700-1¾)	1000-2 658 (700-2)



WAAS CH 90199 W28A	APP CRS 285°	Rwy Idg 6499 TDZE 341 Apt Elev 342
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RNAV (GPS) RWY 28

CAPE GIRARDEAU RGNL (CGI)

DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
 ▼ If local altimeter setting not received, use Carbondale, IL altimeter setting and increase all DAs/MDAs 100 feet.
 ▲ Baro-VNAV and VDP NA with Carbondale altimeter setting.
 Inoperative table does not apply to LPV, LNAV/VNAV, and LNAV Cat. C.

ODALS



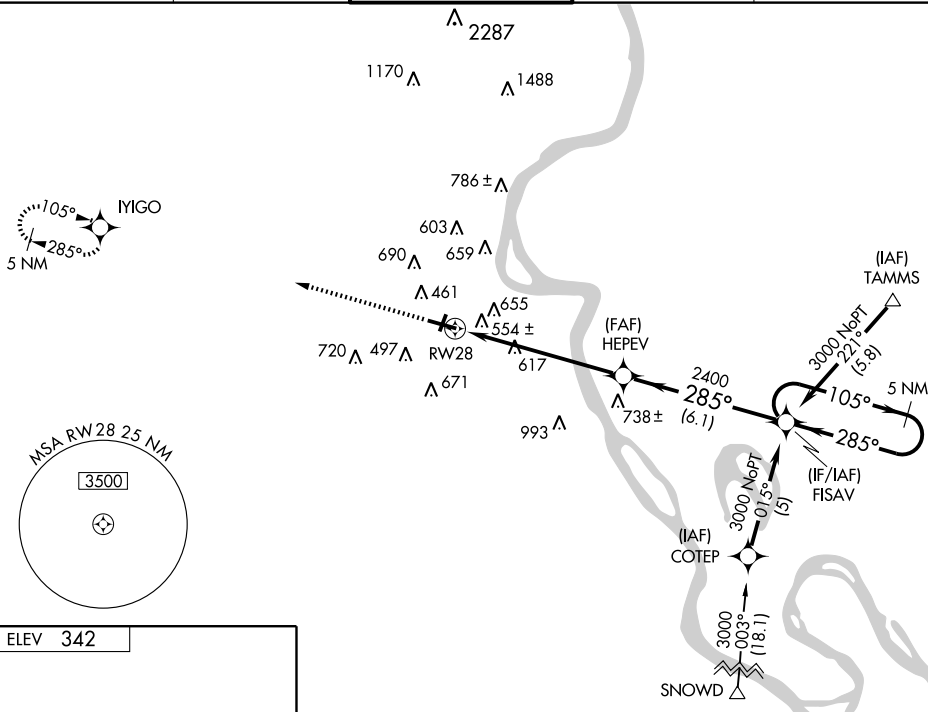
MISSED APPROACH: Climb to 3000
direct IYIGO and hold.

ASOS
120.55

MEMPHIS CENTER
133.65 292.15

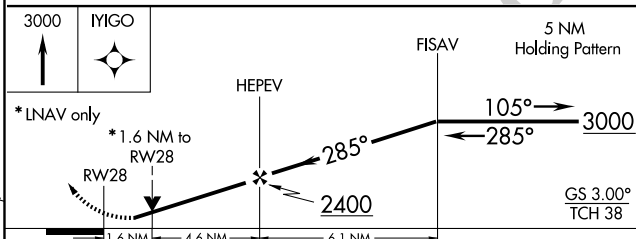
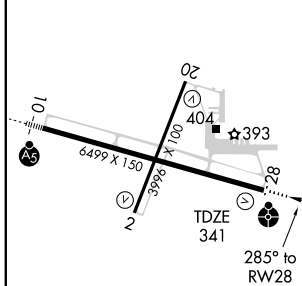
CAPE GIRARDEAU TOWER ★
125.525 (CTAF) **L**

GND CON
121,6

UNICOM
122.95

NC-3. 17 DEC 2009 to 14 JAN 2010

ELEV 342




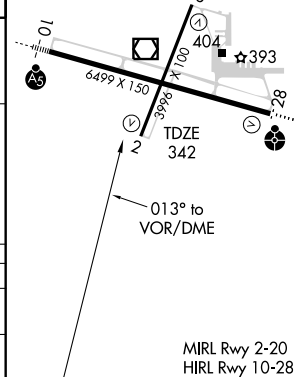
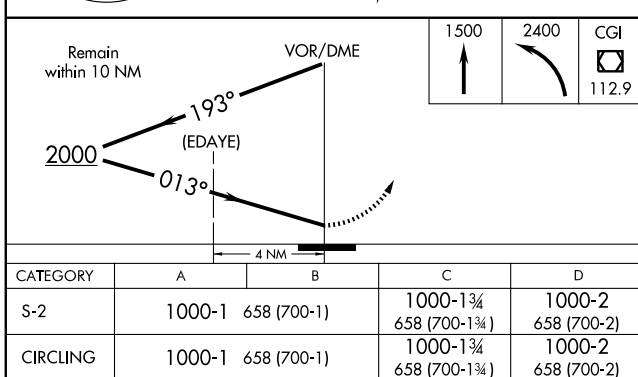
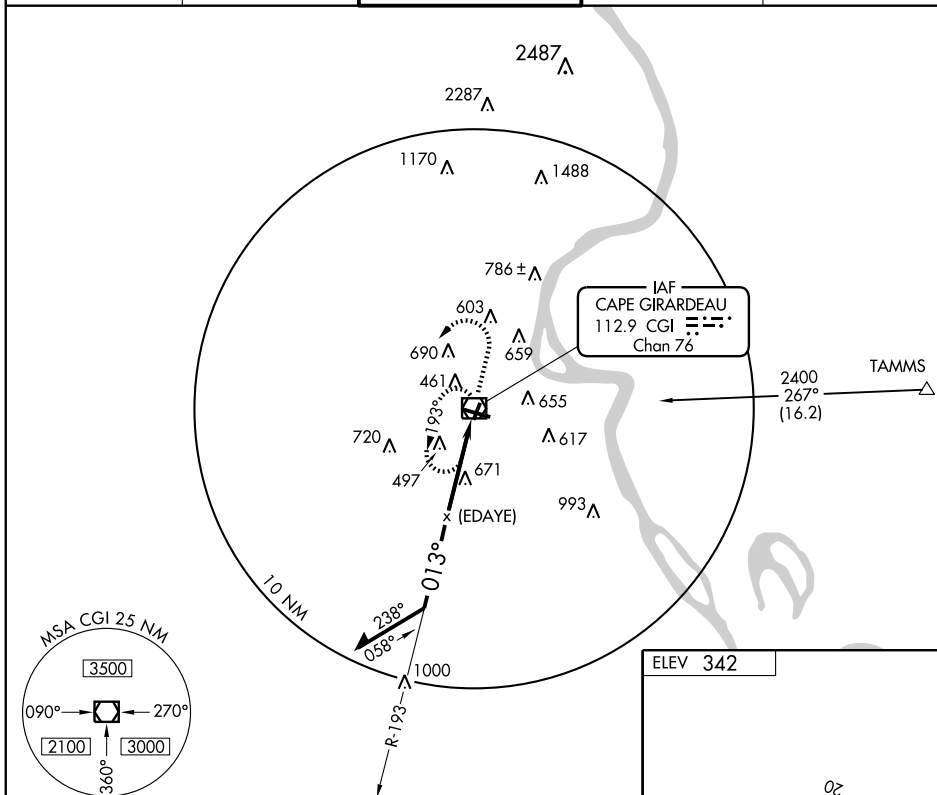
CATEGORY		A	B	C	D
LPV	DA	718-1¼ 377 (400-1¼)			
LNAV/ VNAV	DA	948-2¼ 607 (700-2¼)			
LNAV	MDA	880-¾ 539 (600-¾)	880-1½ 539 (600-1½)	880-1¾ 539 (600-1¾)	
CIRCLING		960-2¼ 618 (700-2¼)			1000-2¼ 658 (700-2¼)

MIRL Rwy 2-20
HIRL Rwy 10-28

VOR/DME CGI 112.9 Chan 76	APP CRS 013°	Rwy Idg 3996 TDZE 342 Apt Elev 342
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VOR or GPS RWY 2
CAPE GIRARDEAU RGNL (CGI)

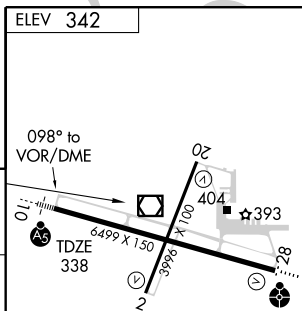
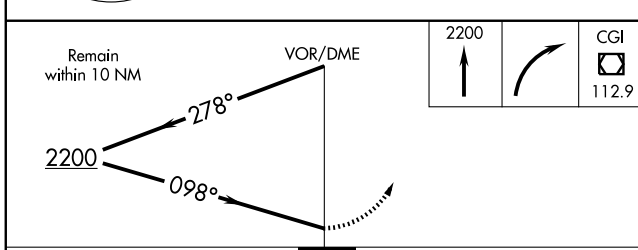
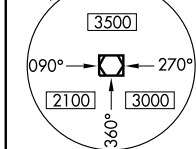
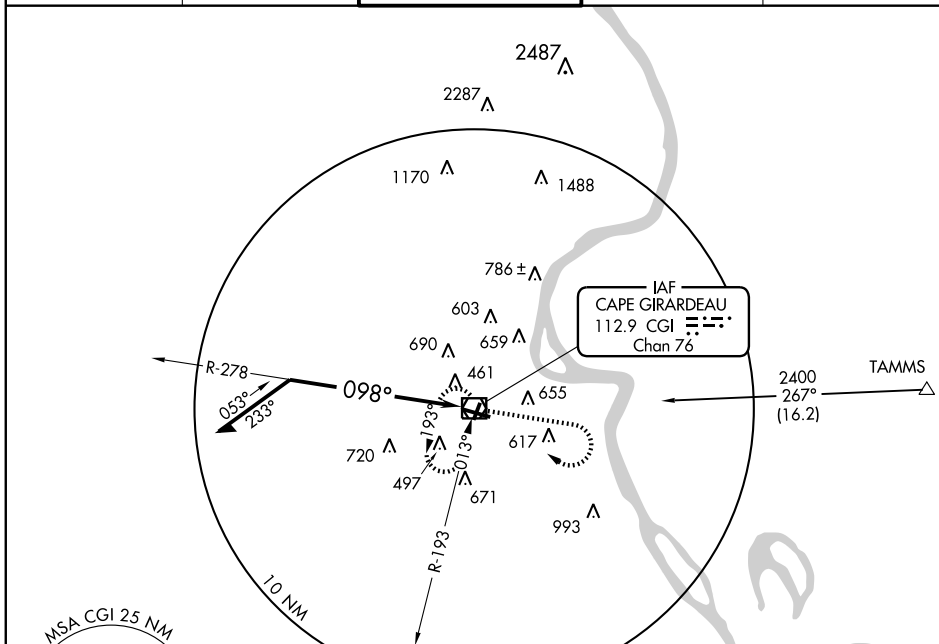
			MISSED APPROACH: Climb to 1,500 then climbing left turn to 2400 direct CGI VOR/DME and hold.	
ASOS 120.55	MEMPHIS CENTER 133.65 292.15	CAPE GIRARDEAU TOWER ★ 125.525 (CTAF) 0	GND CON 121.6	UNICOM 122.95



VOR/DME CGI 112.9 Chan 76	APP CRS 098°	Rwy Idg 6499 TDZE 338 Apt Elev 342
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VOR RWY 10
CAPE GIRARDEAU RGNL (CGI)

			MALSR 	MISSED APPROACH: Climb to 2200 then right turn direct CGI VOR/DME and hold.	
ASOS 120.55	MEMPHIS CENTER 133.65 292.15	CAPE GIRARDEAU TOWER ★ 125.525 (CTAF) ①	GND CON 121.6	UNICOM 122.95	






CATEGORY	A	B	C	D
S-10	980-½	642 (700-½)	980-1¼ 642 (700-1¼)	980-1½ 642 (700-1½)
CIRCLING	980-1	638 (700-1)	980-1¾ 638 (700-1¾)	1000-2 658 (700-2)

MIRL Rwy 2-20
HIRL Rwy 10-28

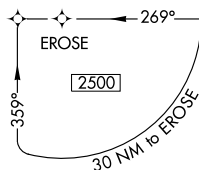
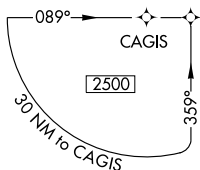
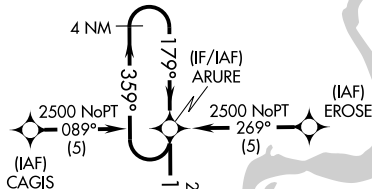
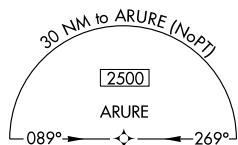
WAAS CH 78109 W18A	APP CRS 179°	Rwy Idg 4005 TDZE 268 Apt Elev 268
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RNAV (GPS) RWY 18
CARUTHERSVILLE MEMORIAL (M05)

	Baro-VNAV NA.
	DME/DME RNP-0.3 NA.
	<p>Visibility reduction by helicopters NA.</p> <p>Use Blytheville Muni altimeter setting; when not received, use Dyersburg altimeter setting and increase all DA 11 feet and all MDA 20 feet. Increase LNAV and Circling Cat C visibility ¼ mile.</p>

MISSED APPROACH: Climb to 2500 direct FEVES and hold.

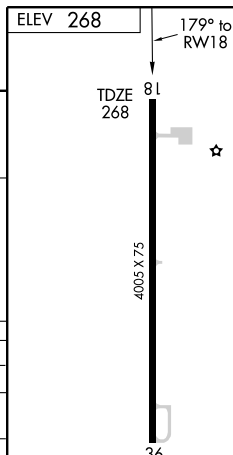
MEMPHIS CENTER
134.65 316.15

CTAF
122.9 

MISSED APCH FIX

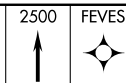


Δ⁹⁷⁹

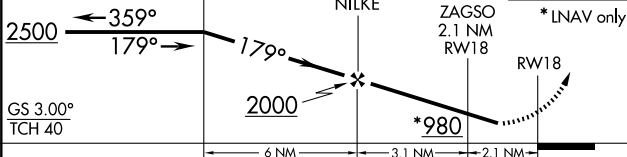


4 NM
Holding Pattern

ARURE



* INAV only



CATEGORY	A	B	C	D
LPV DA	806-2	538 (600-2)		NA
LNAV/ VNAV DA	829-2	561 (600-2)		NA
LNAV MDA	760-1	492 (500-1)	760-1½ 492 (500-1½)	NA
CIRCLING	820-1	552 (600-1)	860-1½ 592 (600-1½)	NA

MIRL Rwy 18-36 **L**

WAAS	APP CRS	Rwy ldg	4005
CH 77609	359°	TDZE	266
W36A		Apt Elev	268

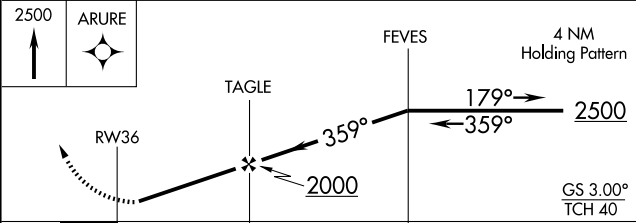
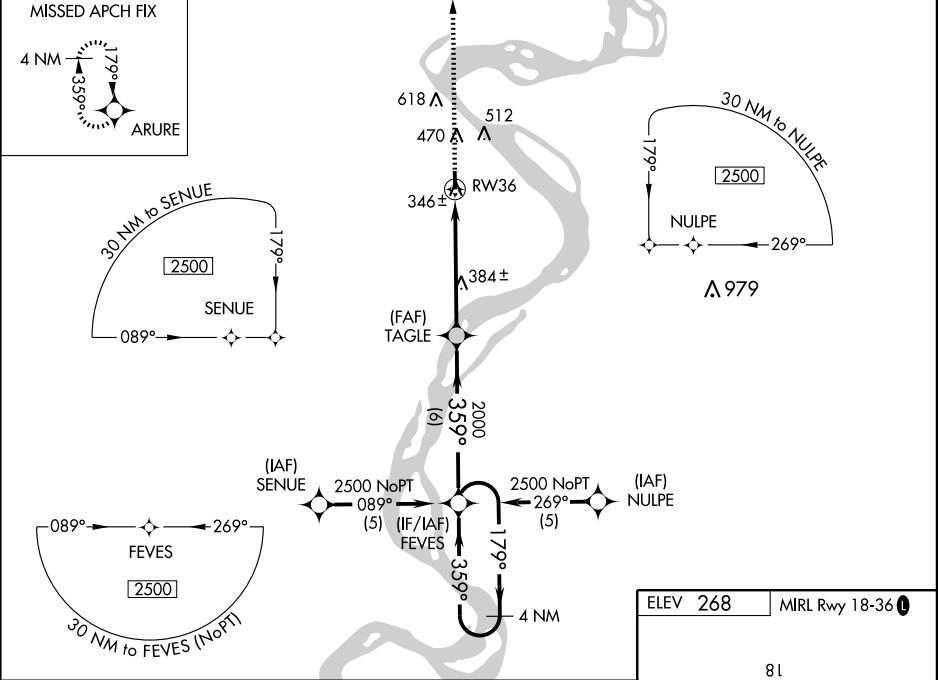
RNAV (GPS) RWY 36

CARUTHERSVILLE MEMORIAL (M05)

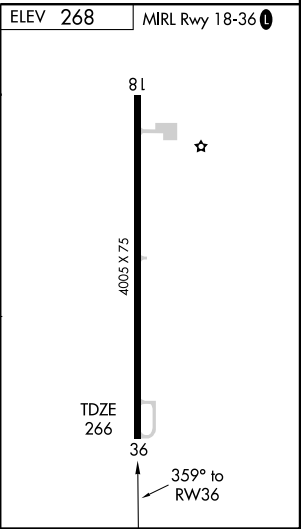
Baro-VNAV NA.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Blytheville Muni altimeter setting; when not received, use
Dyersburg altimeter setting and increase all DA 11 feet and all
MDA 20 feet. Increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct
ARURE and hold.

MEMPHIS CENTER 134.65 316.15	CTAF 122.9 0
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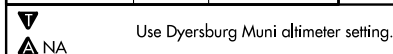


CATEGORY	A	B	C	D
LPV DA	631-1¼	365 (400-1¼)		NA
LNAV/VNAV DA	695-1½	429 (500-1½)		NA
LNAV MDA	680-1	414 (500-1)	680-1¼ 414 (500-1¼)	NA
CIRCLING	820-1	552 (600-1)	860-1½ 592 (600-1½)	NA



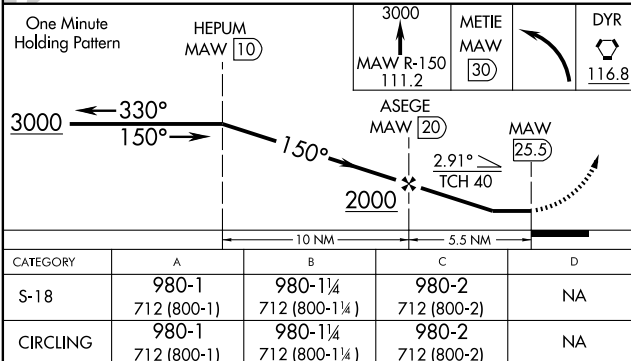
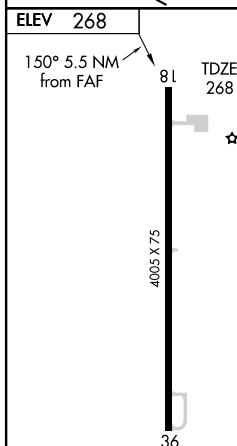
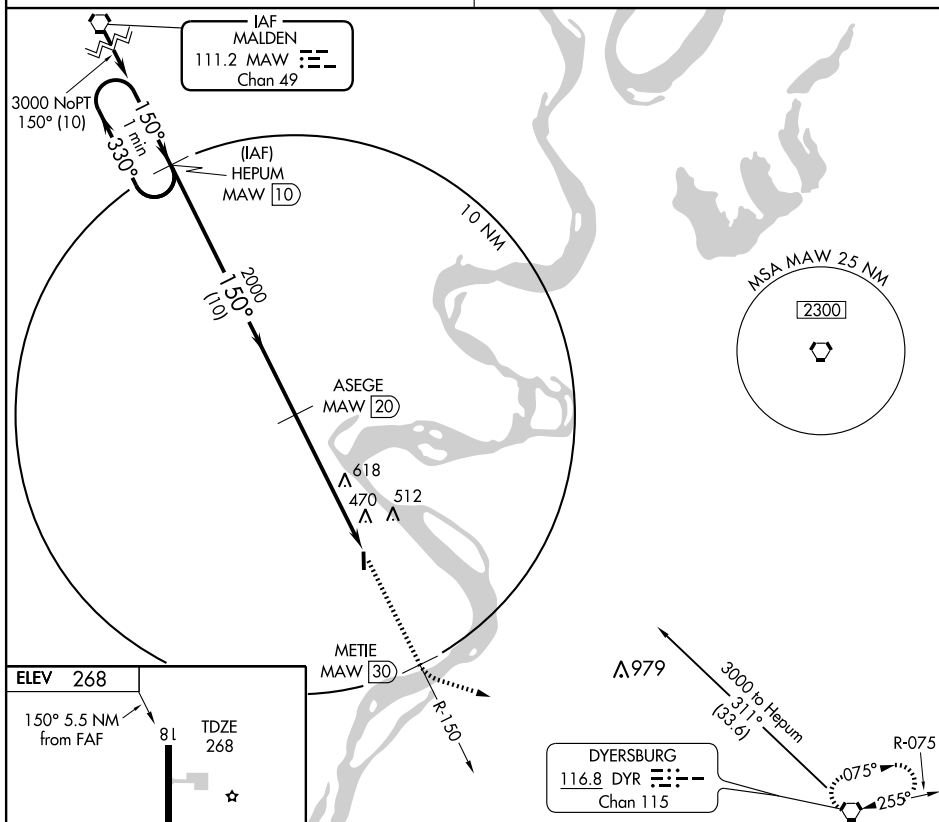
VORTAC MAW 111.2 Chan 49	APP CRS 150°	Rwy Idg 4005 TDZE 268 Apt Elev 268
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VOR/DME RWY 18
CARUTHERSVILLE MEMORIAL (M05)



MISSED APPROACH: Climb to 3000 via MAW VORTAC R-150 to METIE/MAW 30 DME, then left turn direct DYR VORTAC and hold.

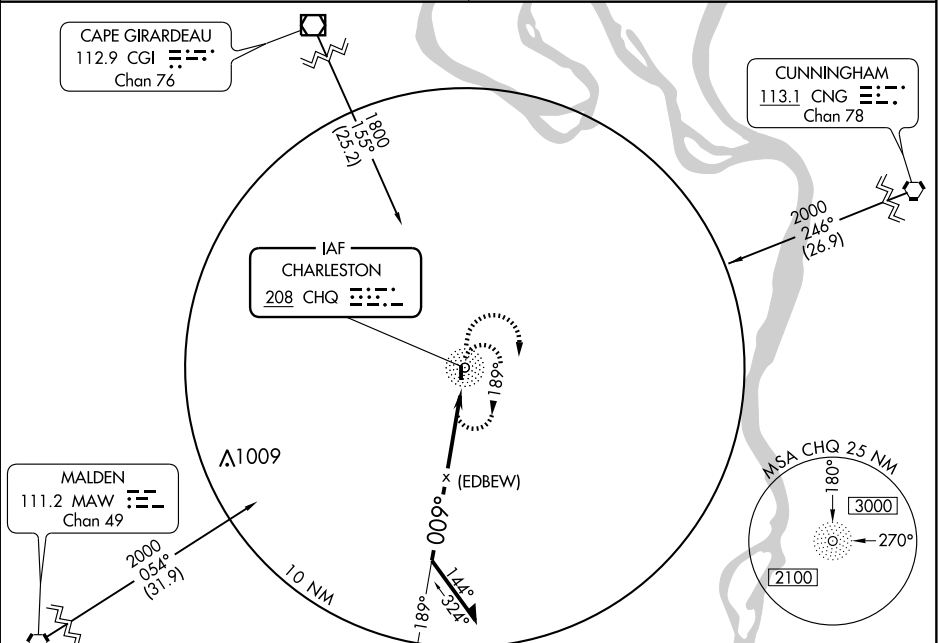
MEMPHIS CENTER
134.65 316.15

CTAF
122.9 **L**

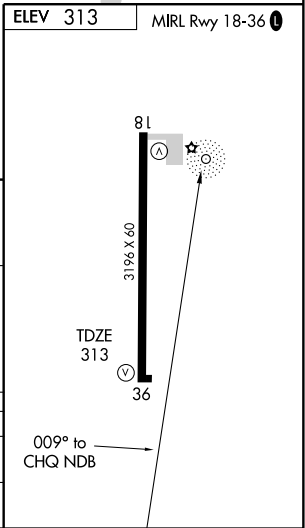
NDB CHQ	APP CRS	Rwy Idg	3196
208	009°	TDZE	313
		Apt Elev	313

NDB or GPS RWY 36
CHARLESTON/MISSISSIPPI COUNTY (CHQ)

NA Use Cape Girardeau altimeter setting.	MISSED APPROACH: Climbing right turn to 1800 in CHQ NDB holding pattern.
MEMPHIS CENTER 133.65 292.15	CTAF 122.9



Remain within 10 NM		NDB		1800	CHQ
				1800	208
				1800	009°
				1800	(EDBEW)
				1800	4 NM
CATEGORY	A	B	C	D	
S-36	940-1	627 (700-1)	940-1¾ 627 (700-1¾)	NA	
CIRCLING	940-1	627 (700-1)	940-1¾ 627 (700-1¾)	NA	



NDB CHT
375

APP CRS
147°

Rwy Idg	3899
TDZE	783
Apt Elev	783

NDB RWY 14
CHILlicothe MUNI (CHT)



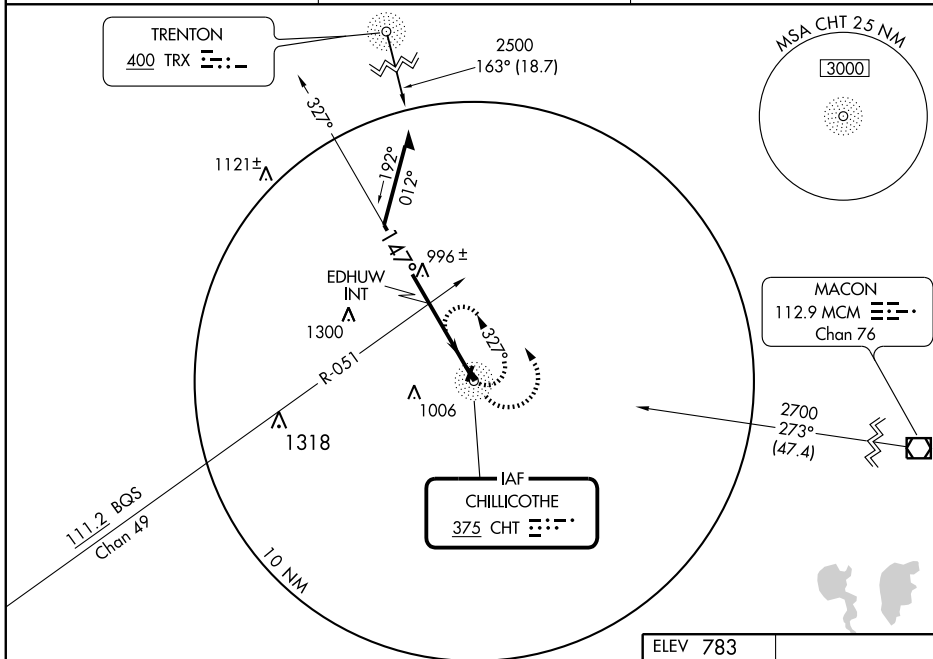
Visibility reduction by helicopters NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDA 200 feet, increase S-14 Cats A and B and Circling Cats A and B visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climbing left turn to 2500 in CHT NDB holding pattern.

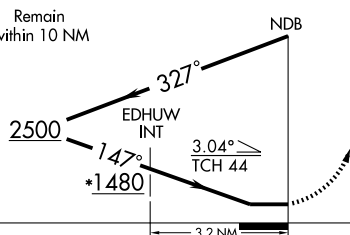
AWOS-3
118.175

KANSAS CITY CENTER
125.25 381.5

UNICOM
122.8 (CTAF) **L**

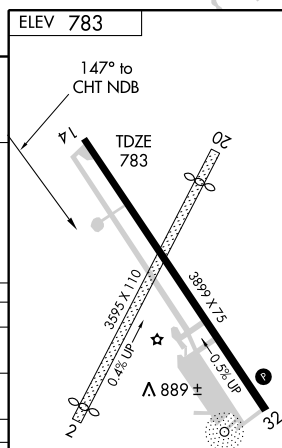


Remain
within 10 NM



*1680 when using Kansas City Intl altimeter setting.

CATEGORY	A	B	C	D
S-14	1480-1	697 (700-1)	NA	
CIRCLING	1480-1	697 (700-1)	NA	
EDHUW FIX MINIMUMS				
S-14	1300-1	517 (600-1)	NA	
CIRCLING	1300-1	517 (600-1)	NA	



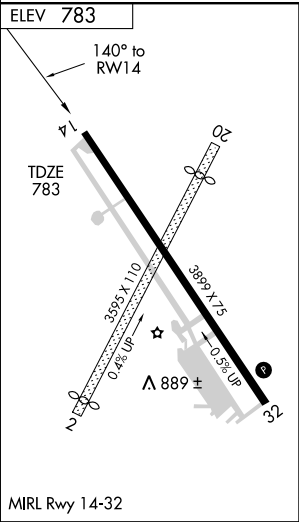
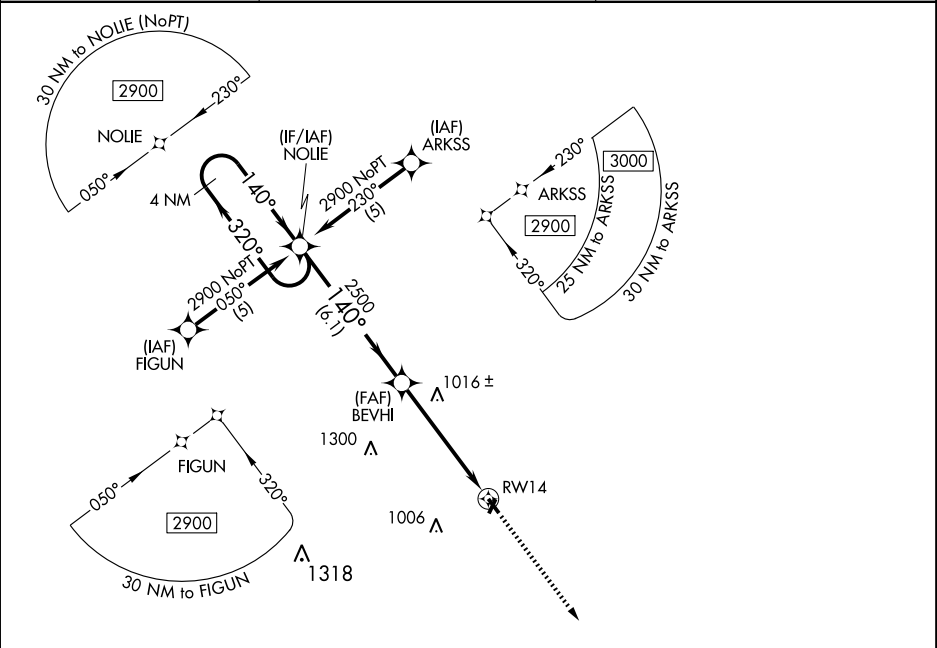
MIRL Rwy 14-32

APP CRS	Rwy Idg	3899
140°	TDZE	783
	Apt Elev	783

RNAV (GPS) RWY 14
CHILLICOTHE MUNI (CHT)

T NA	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDA 200 feet.	MISSED APPROACH: Climb to 2900 direct TUDEE and hold.
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AWOS-3 118.175	KANSAS CITY CENTER 125.25 381.5	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern	NOIE	BEVHI	RW14	2900	TUDEE
2900	320°	140°	140°	2500	3.04° TCH 44
6.1 NM	5.2 NM				
CATEGORY	A	B	C	D	
LNAY MDA	1280-1	497 (500-1)		NA	
CIRCLING	1280-1	497 (500-1)		NA	

WAAS CH 70413 W32A	APP CRS 320°	Rwy Idg 3899 TDZE 782 Apt Elev 783
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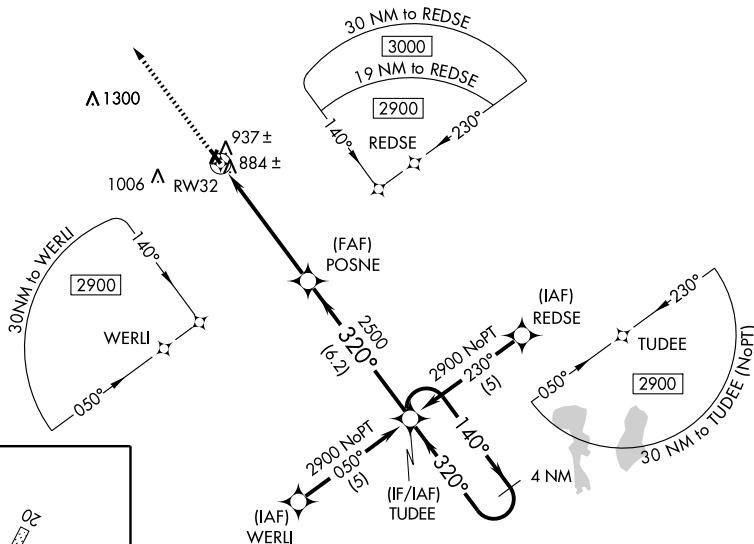
RNAV (GPS) RWY 32
CHILLICOTHE MUNI (CHT)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DA 181 feet and all MDA 200 feet, and increase LPV all Cats visibility $\frac{3}{4}$ mile and LNAV/VNAV all Cats visibility $\frac{1}{2}$ mile. Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting.

MISSED APPROACH:
Climb to 2900 direct
NOLIE and hold.

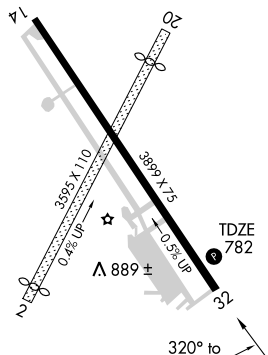
AWOS-3
118.175

KANSAS CITY CENTER
125.25 381.5

UNICOM
122.8 (CTAF) **L**1348 Δ 

NC-3. 17 DEC 2009 to 14 JAN 2010

ELEV 783



MIRL Rwy 14-32

VGSI and RNAV glidepath not coincident.

* LNAV only

* 1.1NM to RW32

1.1 NM 4.1 NM 6.2 NM

POSNE

TUDEE

140° →

← 320°

2900

2500

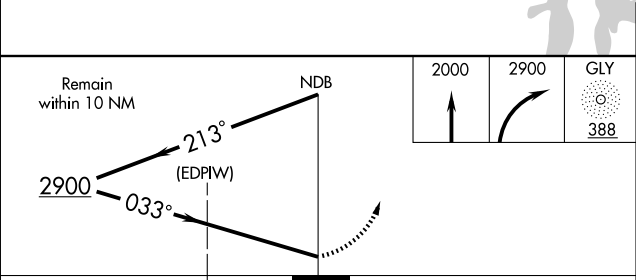
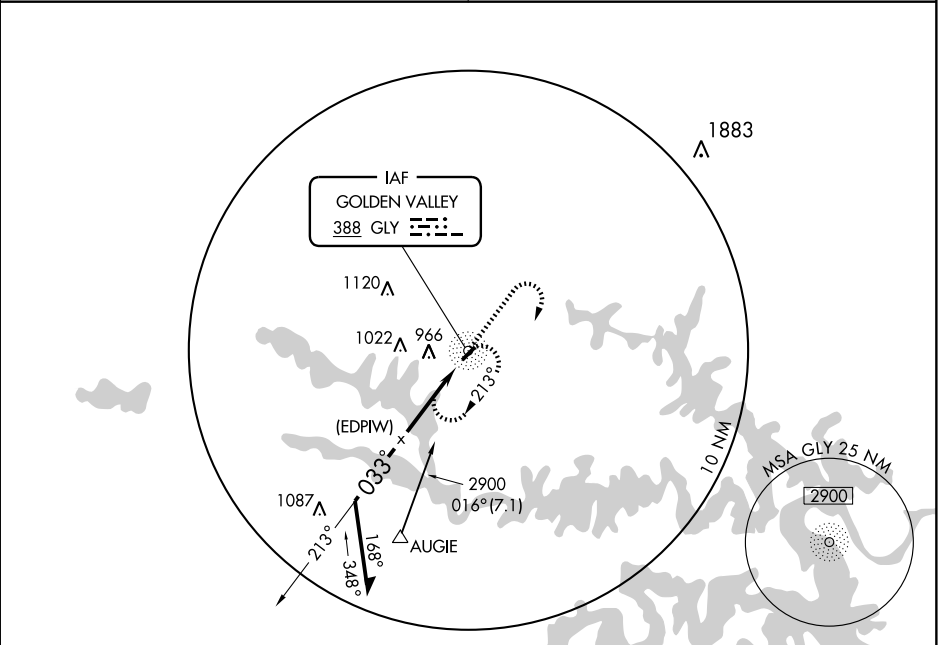
GS 3.00°
TCH 44

CATEGORY	A	B	C	D
LPV DA	1148-1¼	366 (400-1¼)		NA
LNAV/ VNAV DA	1154-1½	372 (400-1½)		NA
LNAV MDA	1200-1	418 (500-1)		NA
CIRCLING	1280-1	497 (500-1)		NA

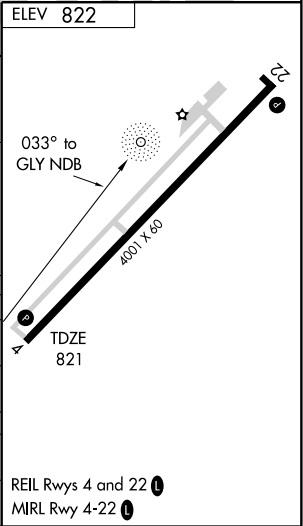
NDB GLY	APP CRS	Rwy Idg	4001
388	033°	TDZE	821
		Apt Elev	822

NDB or GPS RWY 4
CLINTON MEMORIAL (GLY)

Obtain local altimeter setting on CTAF; when not received use Whiteman AFB altimeter setting. ▲ NA	MISSED APPROACH: Climb to 2000 then climbing right turn to 2900 direct GLY NDB and hold.
WHITEMAN APP CON★ 127.45	UNICOM 122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-4	1440-1	619 (700-1)	1440-1¾ 619 (700-1¾)	NA
CIRCLING	1440-1	618 (700-1)	1440-1¾ 618 (700-1¾)	NA
WHITEMAN AFB ALTIMETER SETTING MINIMUMS				
S-4	1540-1	719 (800-1)	1540-2 719 (800-2)	NA
CIRCLING	1540-1	718 (800-1)	1540-2 718 (800-2)	NA



NDB GLY 388	APP CRS 230°	Rwy Idg 4001 TDZE 822 Apt Elev 822
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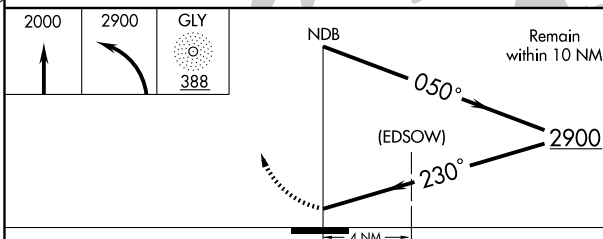
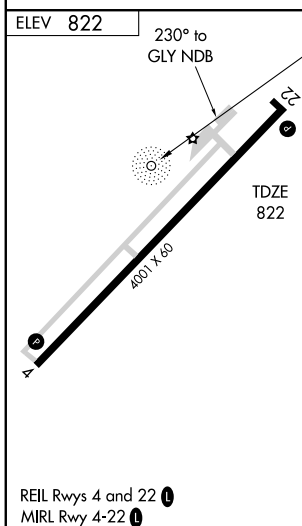
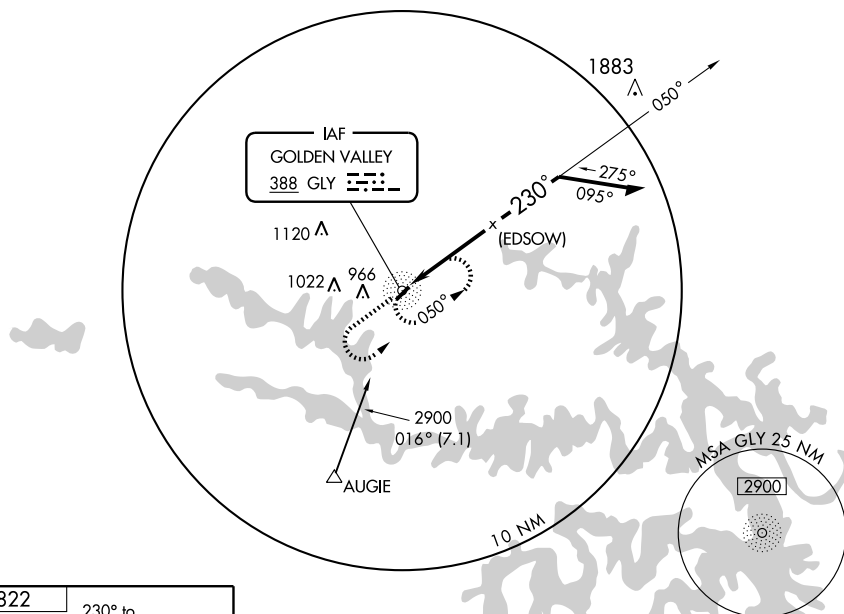
NDB or GPS RWY 22
CLINTON MEMORIAL (GLY)

Obtain local altimeter setting on CTAF; when not received use Whiteman AFB altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2900 direct GLY NDB and hold.

WHITEMAN APP CON★
127.45

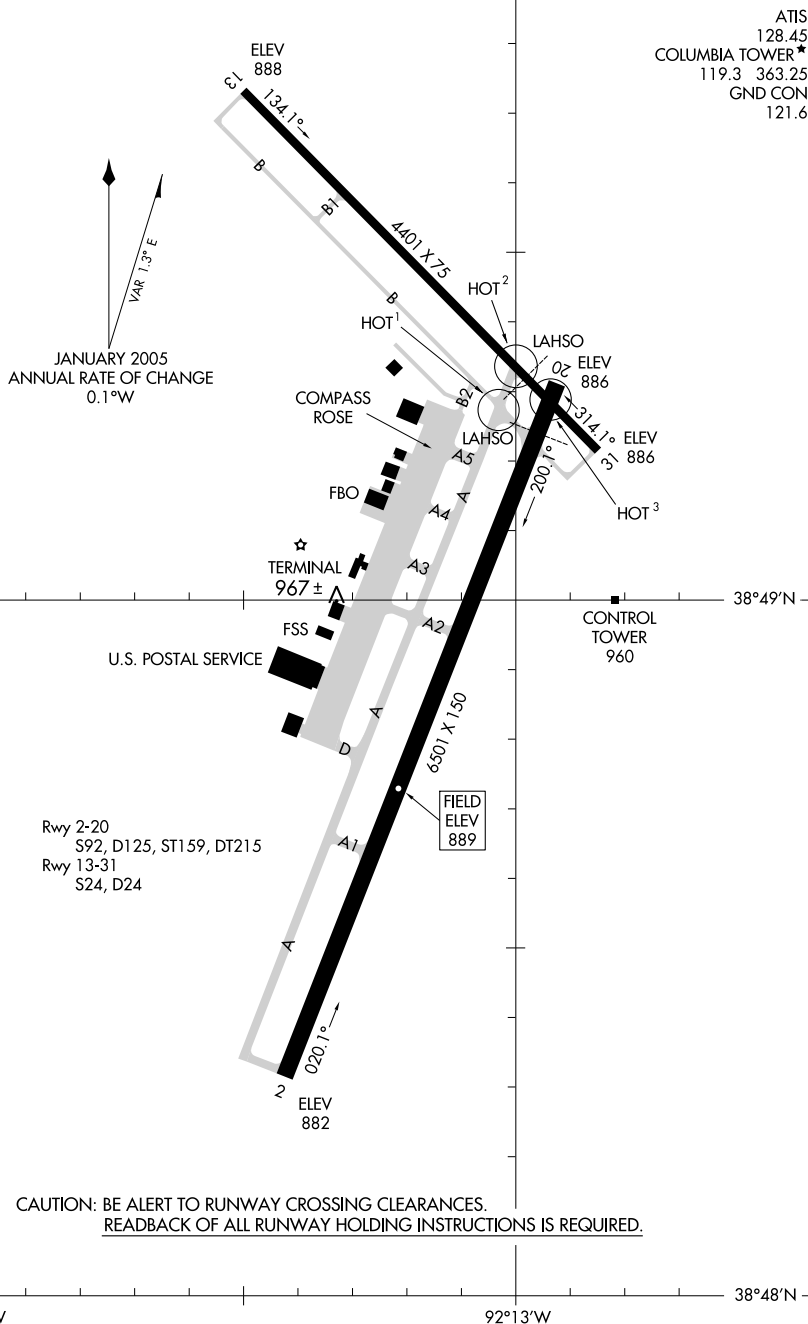
UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
S-22	1400-1	578 (600-1)	1400-1½ 578 (600-1½)	NA
CIRCLING	1400-1	578 (600-1)	1400-1½ 578 (600-1½)	NA
WHITEMAN AFB ALTITUDE SETTING MINIMUMS				
S-22	1500-1	678 (700-1)	1500-2 678 (700-2)	NA
CIRCLING	1500-1	678 (700-1)	1500-2 678 (700-2)	NA

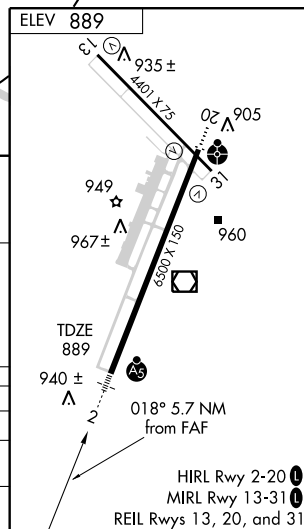
AIRPORT DIAGRAM

AL-5595 (FAA)

COLUMBIA RGNL (COU)
COLUMBIA, MISSOURI

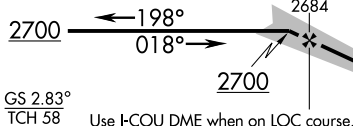
MISSED APPROACH: Climb to 2700 via I-COU north course to BOVEN/I-COU 5.5 DME and hold.

GND CON
121.6



NC-3, 17 DEC 2009 to 14 JAN 2010

One Minute Holding Pattern




CATEGORY	A	B	C	D
S-ILS 2	*1089/24 200 (200-½)			
S-LOC 2	1220/24 331 (400-½)			1220/40 331 (400-¾)
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)

MISSED APPROACH: Climb to 1700 then climbing left turn to 2700 via heading 350° and I-COU north course to BOVEN/I-COU 5.5 DME and hold.

GND CON
121.6

(IAF)
JAGGI
HLV 8.9

COLUMBIA
110.2 COU 
Chan 39

MSA COU 25 NM

One Minute Holding Pattern

Disregard glide slope indications.

	0.7	5 NM			
CATEGORY	A	B	C	D	
S-20	1260-3/4 371 (400-3/4)			1260-1 1/4 371 (400-1 1/4)	
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1 1/2 451 (500-1 1/2)	1440-2 551 (600-2)	

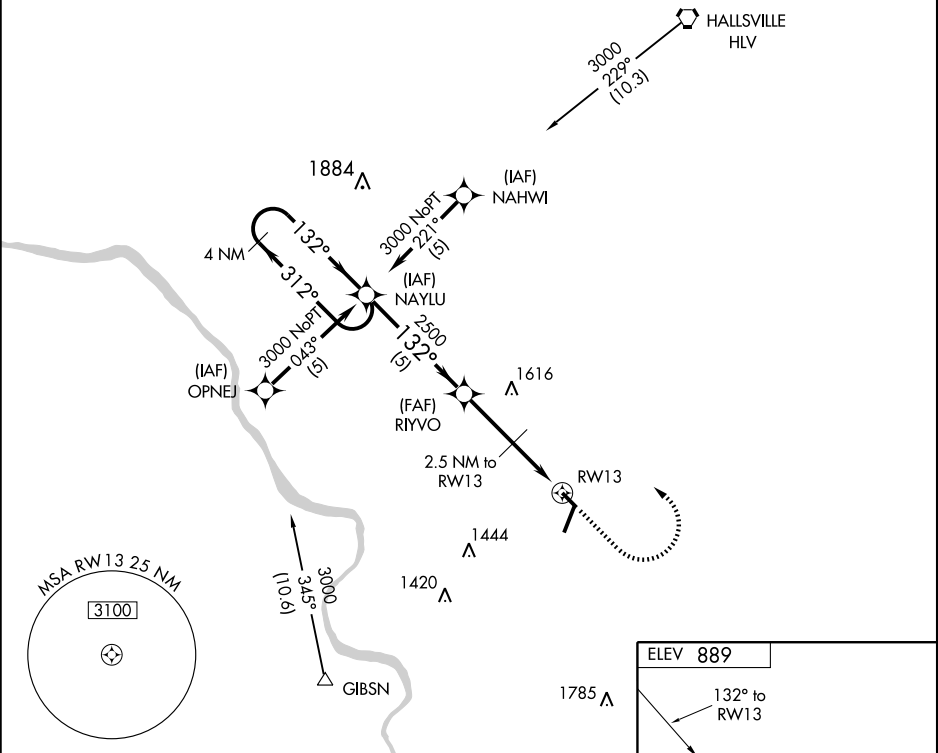
RNAV (GPS) RWY 13

COLUMBIA RGNL (COU)

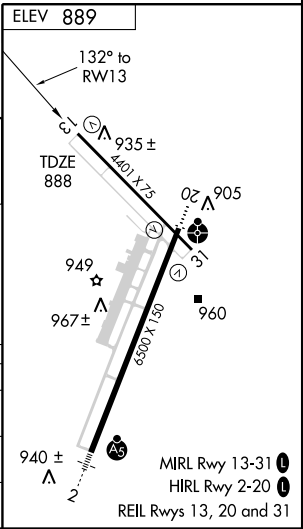
APP CRS	Rwy Idg	4401
132°	TDZE	888
	Apt Elev	889

NA	GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct NAYLU WP and hold.
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ATIS 128.45	MIZZU APP CON 124.375 353.7	COLUMBIA TOWER ★ 119.3 (CTAF) 0 363.25	GND CON 121.6
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<div>4 NM Holding Pattern</div> <div>NAYLU</div> <div>3000 ← 312° 132° →</div> <div>VGSI and descent angles not coincident.</div> <div>2500</div> <div>RIYVO</div> <div>2.5 NM to RW13</div> <div>3.57° TCH 45</div> <div>RW13</div> <div>1880</div> <div>5 NM 2.5 NM 2.5 NM</div> <div><div>2000 ↑</div><div>3000 ↗</div><div>NAYLU ✦</div></div>				
CATEGORY	A	B	C	D
LNAV/ VNAV DA	NA			
LNAV MDA	1200-1 312 (400-1)			
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)




RNAV (GPS) RWY 20

COLUMBIA RGNL (COU)

WAAS CH 93599 W20A	APP CRS 198°	Rwy Idg TDZE Apt Elev	6500 889 889
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DME/DME RNP- 0.3 NA.
Baro-VNAV NA below -16°C (3°F).
Inoperative table does not apply to LPV.

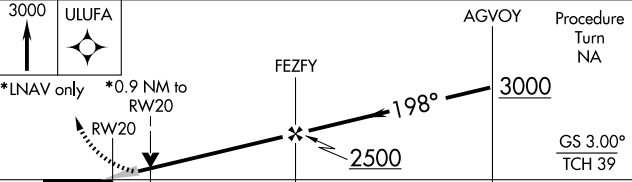
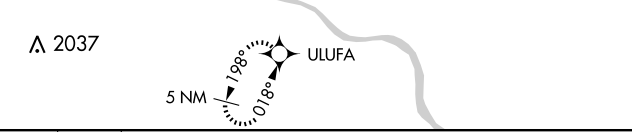
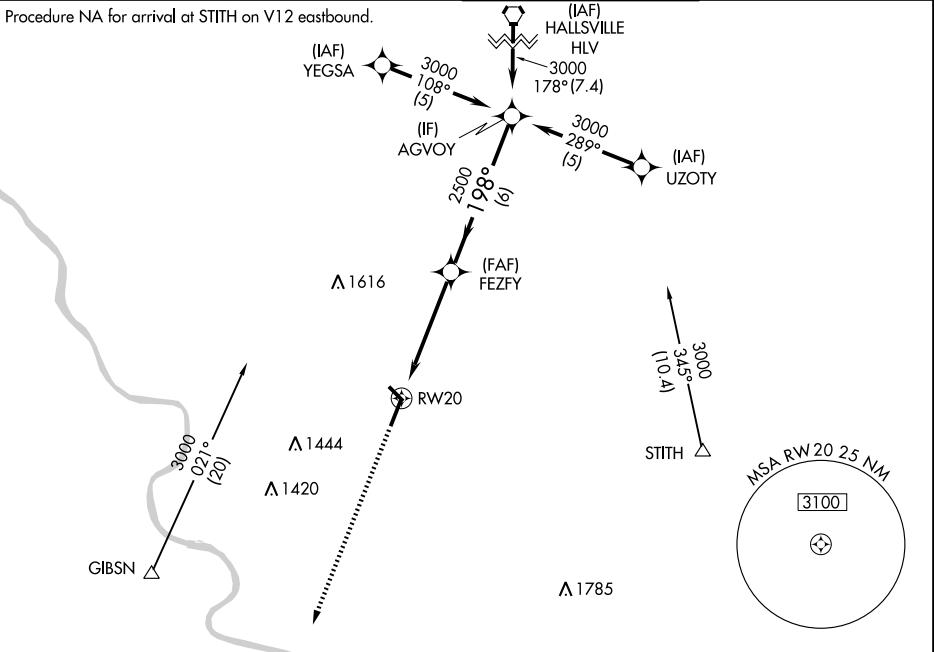


ODALS

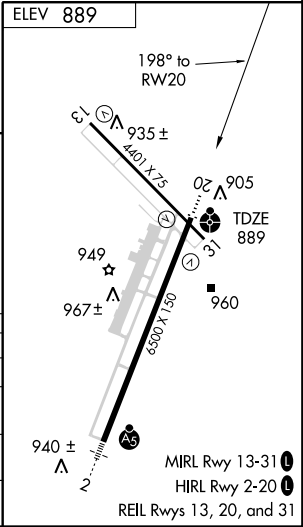
MISSED APPROACH: Climb to 3000 direct ULUFA and hold.

ATIS 128.45	MIZZU APP CON 124.375 353.7	COLUMBIA TOWER ★ 119.3 (CTAF) 0 363.25	GND CON 121.6
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Procedure NA for arrival at STITH on V12 eastbound.



CATEGORY	A	B	C	D
LPV DA	1139-1 250 (300-1)			
RNAV/VNAV DA	1185-¾ 296 (300-¾)		1185-1 296 (300-1)	
RNAV MDA	1220-¾ 331 (400-¾)		1220-1 331 (400-1)	
CIRCLING	1280-1 391 (400-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)

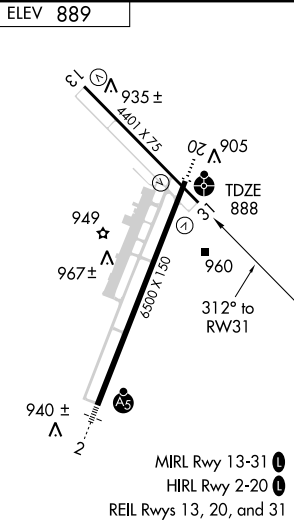
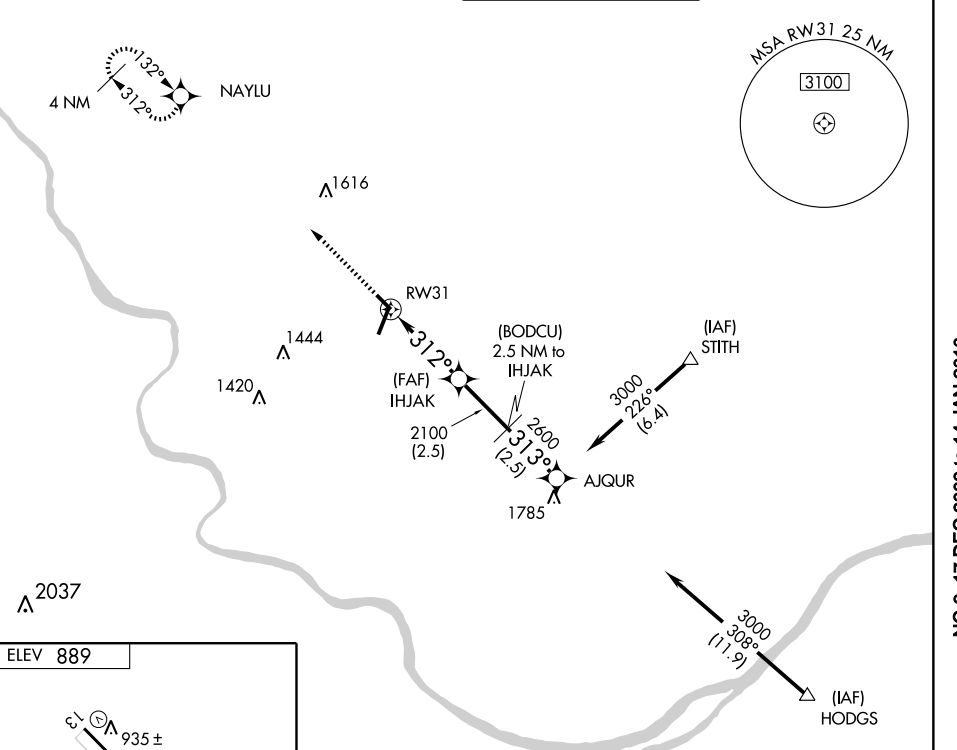


NA

GPS or RNP- 0.3 required.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3000 direct NAYLU WP and hold.

ATIS 128.45	MIZZU APP CON 124.375 353.7	COLUMBIA TOWER ★ 119.3 (CTAF) 363.25	GND CON 121.6
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<div>3000</div> <div>NAYLU</div>				
<div>RW31</div> <div>312°</div> <div>313°</div> <div>3000</div> <div>2100</div> <div>2600</div> <div>3.5 NM</div> <div>2.5 NM</div> <div>2.5 NM</div> <div>Procedure Turn NA</div>				
CATEGORY	A	B	C	D
LNAV/VNAV DA	NA			
LNAV MDA	1220-1 332 (400-1)			
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)

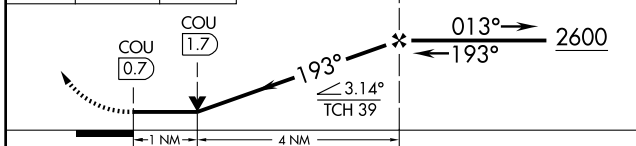
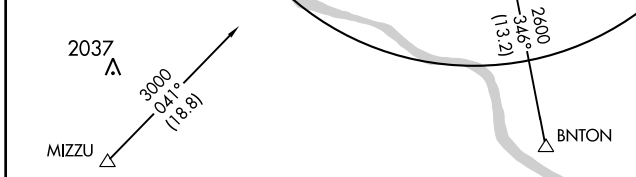
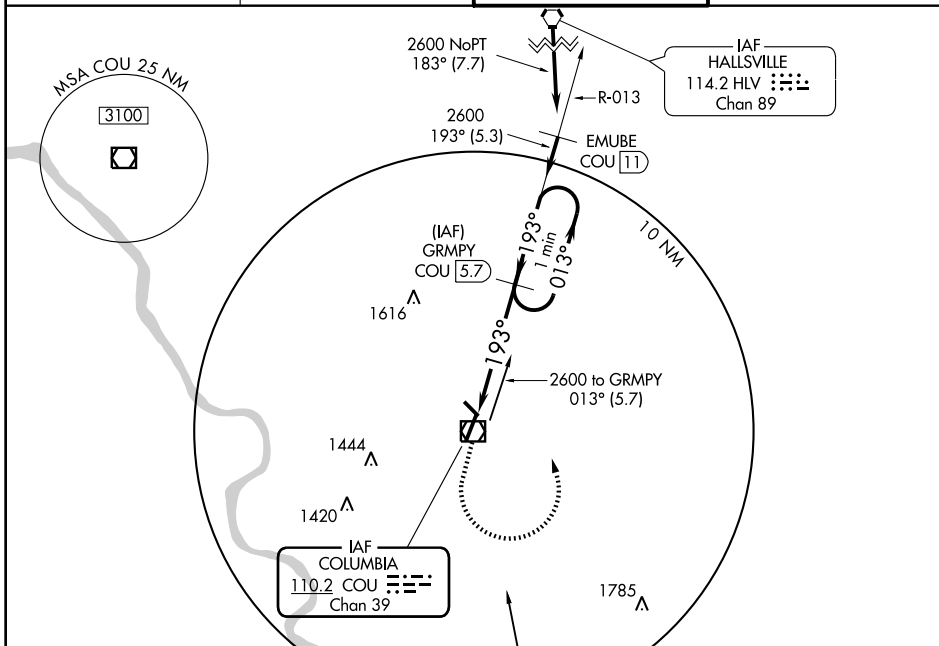
NC-3. 17 DEC 2009 to 14 JAN 2010

VOR/DME COU 110.2 Chan 39	APP CRS 193°	Rwy Idg TDZE Apt Elev	6500 889 889
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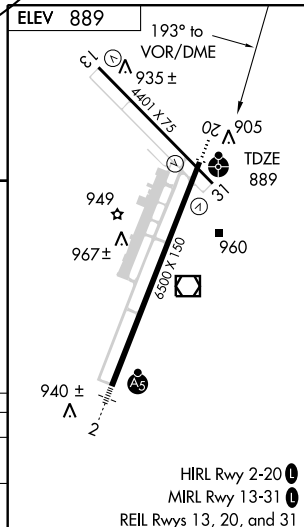
VOR/DME RWY 20

COLUMBIA RGNL (COU)

		ODALS 	MISSED APPROACH: Climb to 1400 then climbing left turn to 2400 via COU VOR/DME R-013 to GRMPY/5.7 DME and hold.
ATIS 128.45	MIZZU APP CON 124.375 353.7	COLUMBIA TOWER ★ 119.3 (CTAF) 0 363.25	GND CON 121.6



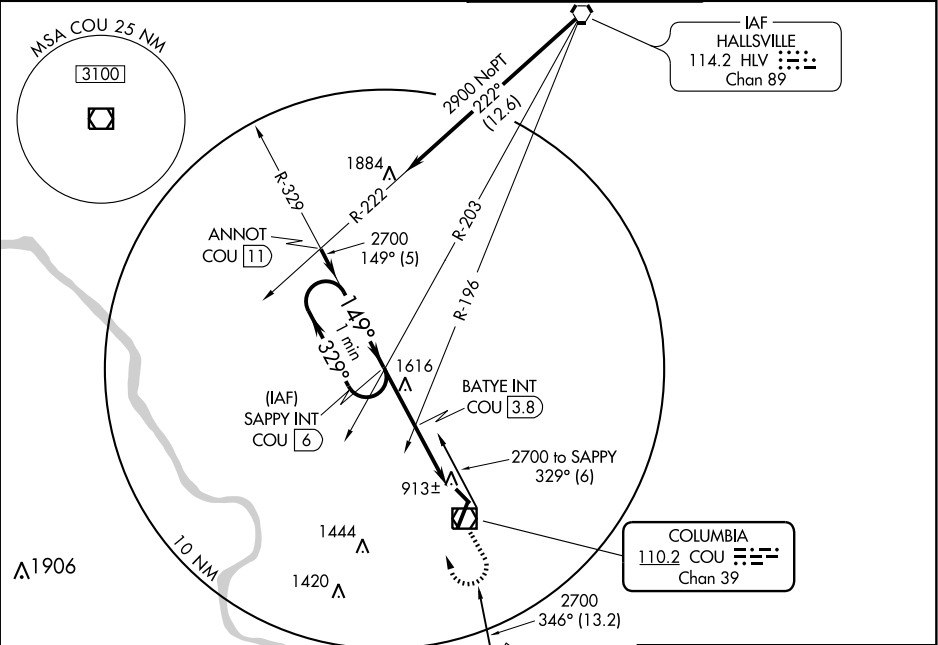
CATEGORY	A	B	C	D
S-20	1260- $\frac{3}{4}$ 371 (400- $\frac{3}{4}$)			1260-1 $\frac{1}{4}$ 371 (400-1 $\frac{1}{4}$)
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1 $\frac{1}{2}$ 451 (500-1 $\frac{1}{2}$)	1440-2 551 (600-2)



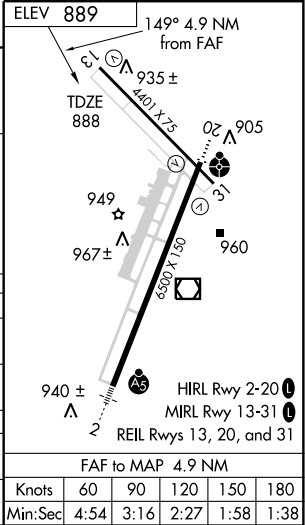
VOR/DME COU 110.2 Chan 39	APP CRS 149°	Rwy Idg TDZE Apt Elev 4401 888 889
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VOR RWY 13
COLUMBIA RGNL (COU)

ATIS 128.45		MIZZU APP CON 124.375 353.7		COLUMBIA TOWER ★ 119.3 (CTAF) 0 363.25		GND CON 121.6	
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One Minute Holding Pattern				
SAPPY INT COU [6]				
2700 ← 329° 149° →				
VGSI and descent angles not coincident				
3.40° TCH 44				
1880				
BATYE INT COU [3.8]				
1900 2700 SAPPY INT				
COU [1.9] COU [1.1] VOR/DME				
2.2 NM 1.9 NM 0.8				
CATEGORY	A	B	C	D
S-13	1880-1¼ 992 (1000-1¼)	1880-1½ 992 (1000-1½)	1880-3 992 (1000-3)	NA
CIRCLING	1880-1¼ 991 (1000-1¼)	1880-1½ 991 (1000-1½)	1880-3 991 (1000-3)	NA
BATYE FIX MINIMUMS				
S-13	1200-1 312 (400-1)			NA
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	NA

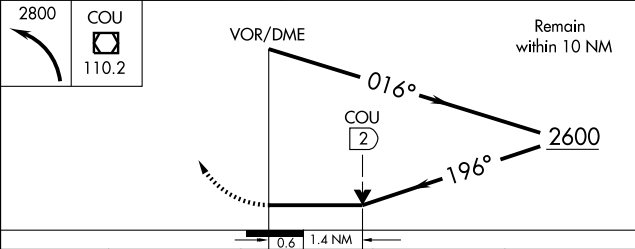
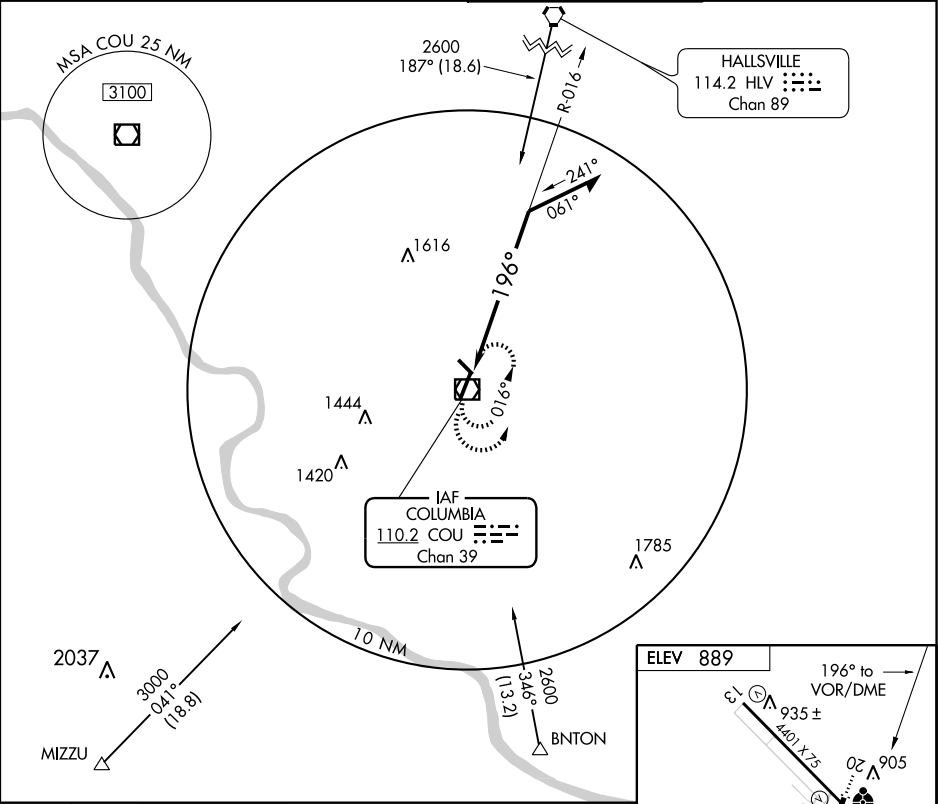


VOR/DME COU 110.2 Chan 39	APP CRS 196°	Rwy Idg TDZE Apt Elev	6500 889 889
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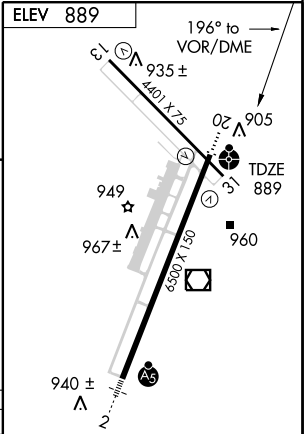
VOR RWY 20
COLUMBIA RGNL (COU)

Inoperative table does not apply to Cat C.	ODALS 	MISSED APPROACH: Climbing left turn to 2800 in COU VOR/DME holding pattern.
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ATIS 128.45	MIZZU APP CON 124.375 353.7	COLUMBIA TOWER ★ 119.3(CTAF) 363.25	GND CON 121.6
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CATEGORY	A	B	C	D
S-20	1360-3/4 471 (500-3/4)		1360-1 1/4 471 (500-1 1/4)	
CIRCLING	1360-1 471 (500-1)		1360-1 1/2 471 (500-1 1/2)	1440-2 551 (600-2)



HIRL Rwy 2-20
MIRL Rwy 13-31
REIL Rws 13, 20, and 31

NDB-A
CUBA MUNI (UBX)

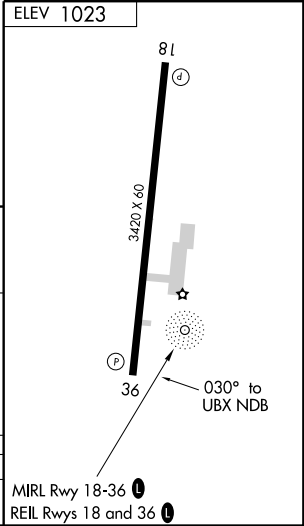
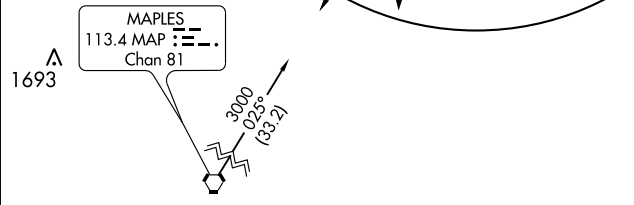
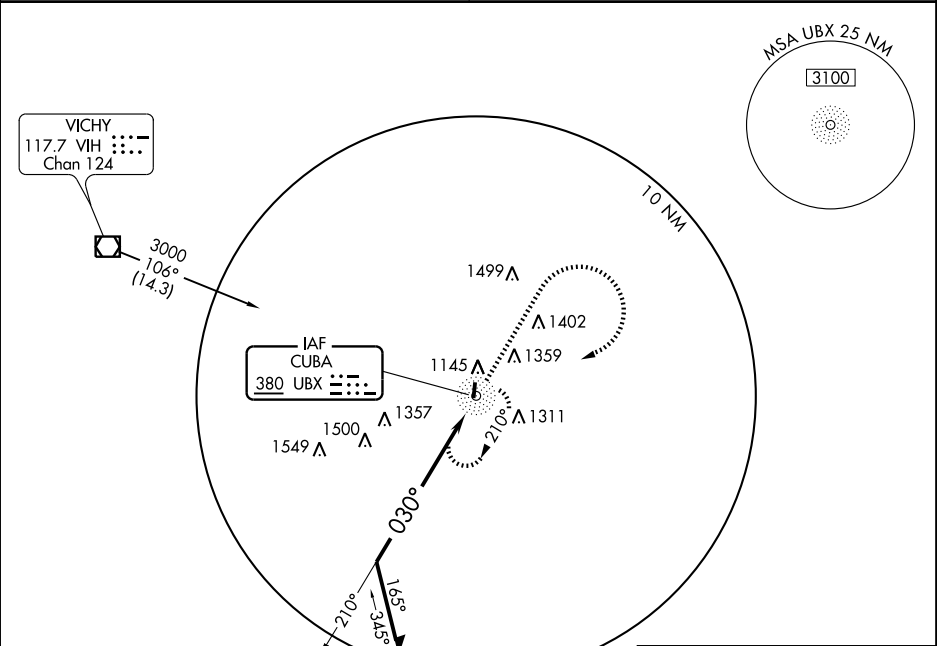
NDB UBX 380	APP CRS 030°	Rwy Idg TDZE Apt Elev	N/A N/A 1023
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▼ Use Rolla National altimeter setting.
▲ NA

MISSED APPROACH: Climb to 2100 then climbing right turn to 3000 direct UBX NDB and hold.

KANSAS CITY CENTER
128.35 284.67

UNICOM
122.8 (CTAF) 0



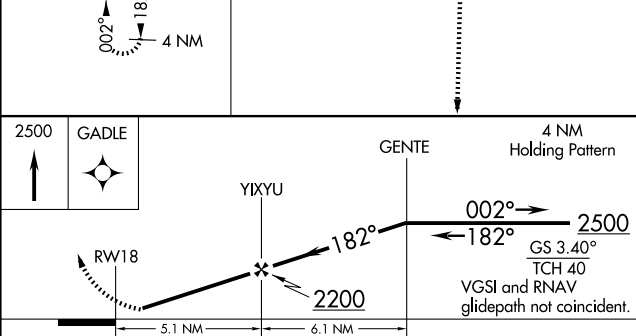
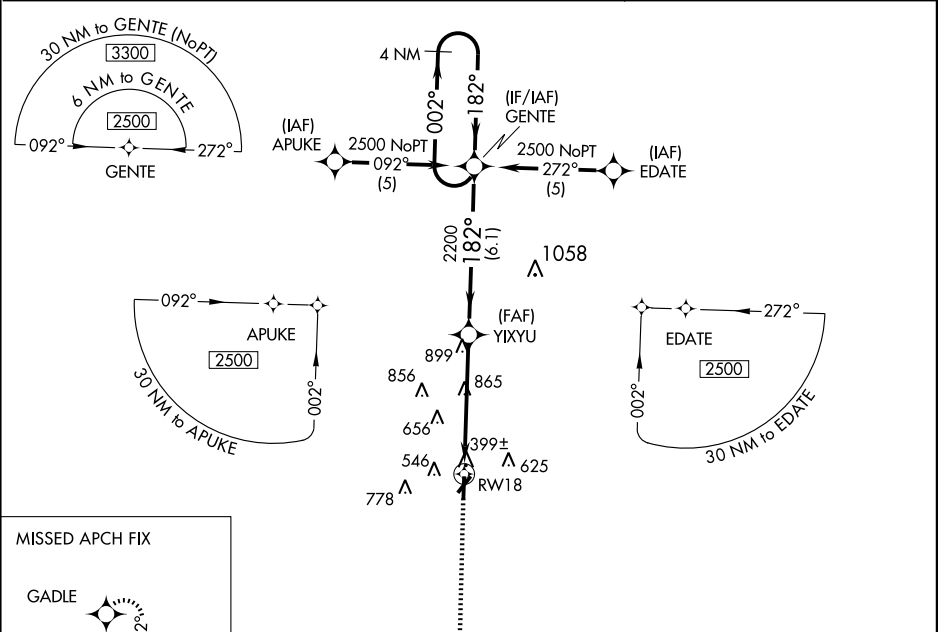
CATEGORY	A	B	C	D
CIRCLING	1640-1	617 (700-1)	NA	

WAAS Ch 62808 W18A	APP CRS 182°	Rwy Idg TDZE Apt Elev	5000 304 304
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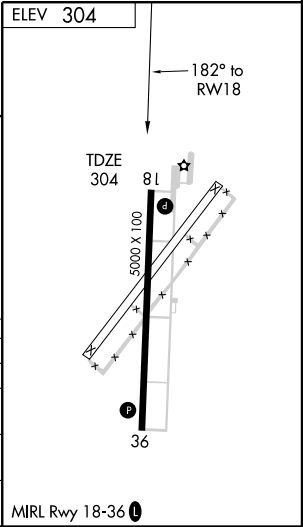
RNAV (GPS) RWY 18
DEXTER MUNI (DXE)

<p>▼ BARO-VNAV NA. DME/DME RNP: 0.3 NA. ▲ NA Use Poplar Bluff altimeter setting, when not recieved use Cape Girardeau Rgnl altimeter setting and increase all DA 33 feet and LPV visibilities ¼ mile all Cats and increase all MDA 40 feet. Visibility reduction by helicopters NA.</p>	MISSED APPROACH: Climb to 2500 direct GADLE and hold.
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POPLAR BLUFF ASOS 124.225	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	724-1¼	420 (500-1¼)		NA
LNAV/VNAV DA	854-1¾	550 (600-1¾)		NA
LNAV MDA	1200-1¼	896 (900-1¼)	1200-2¾ 896 (900-2¾)	NA
CIRCLING	1200-1¼	896 (900-1¼)	1200-2¾ 896 (900-2¾)	NA



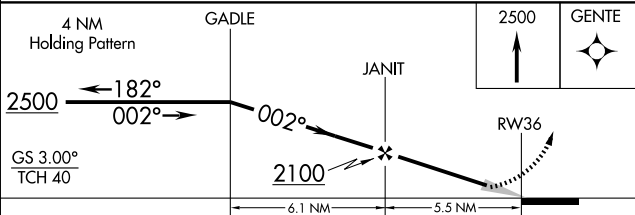
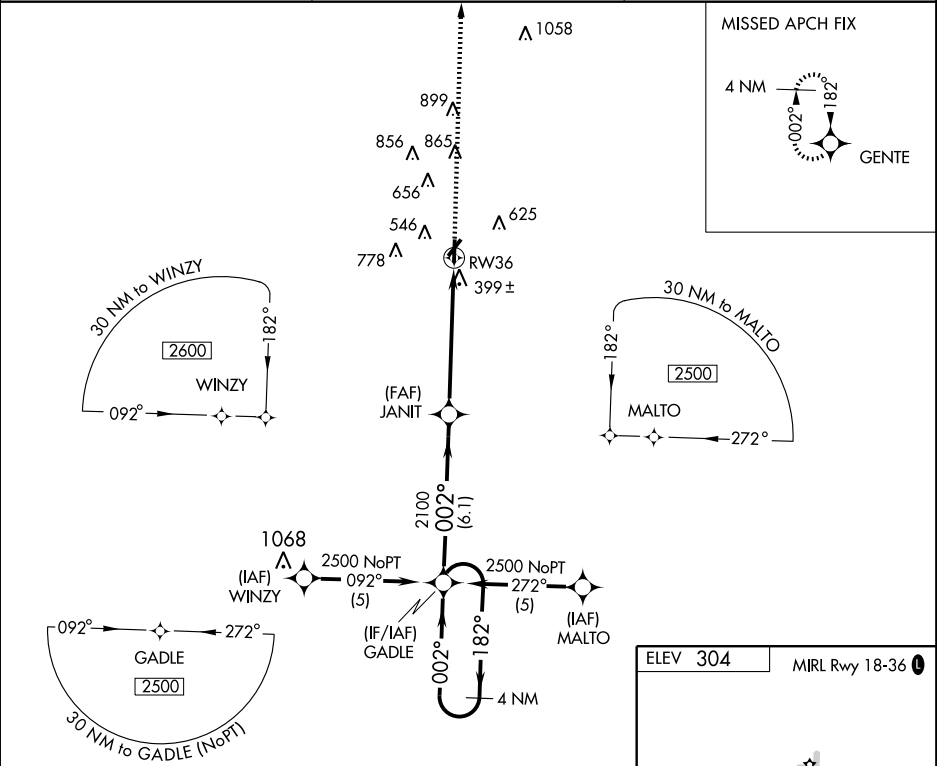
WAAS Ch 50507 W36A	APP CRS 002°	Rwy Idg TDZE Apt Elev	5000 298 304
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RNAV (GPS) RWY 36
DEXTER MUNI (DXE)

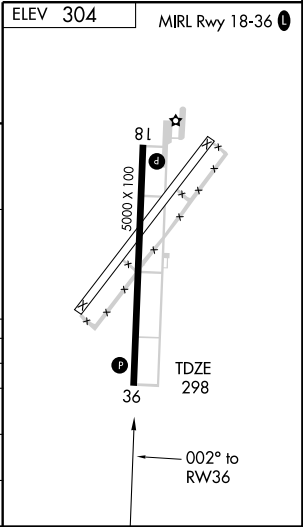
Baro-VNAV NA. DME/DME RNP- 0.3 NA.
Use Poplar Bluff altimeter setting, when not recieved use Cape Girardeau Rgnl altimeter setting and increase all DA 33 feet and LPV visibilities ¼ mile all Cats, increase all MDA 40 feet and LNAV and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2500
direct GENTE and hold.

POPLAR BLUFF ASOS 124.225	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	595-1 297 (300-1)			
LNAV/VNAV DA	795-1¾ 497 (500-1¾)			
LNAV MDA	880-1	582 (600-1)	880-1½ 582 (600-1½)	880-1¾ 582 (600-1¾)
CIRCLING	960-1	656 (700-1)	1040-2 736 (800-2)	1180-2¾ 876 (900-2¾)



VORTAC MAW	APP CRS	Rwy Idg	5000
111.2	351°	TDZE	298
Chan 49		Apt Elev	304

VOR/DME RWY 36
DEXTER MUNI (DXE)

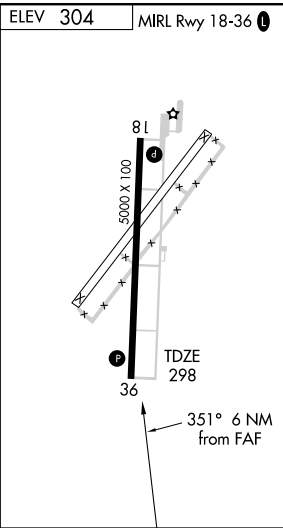
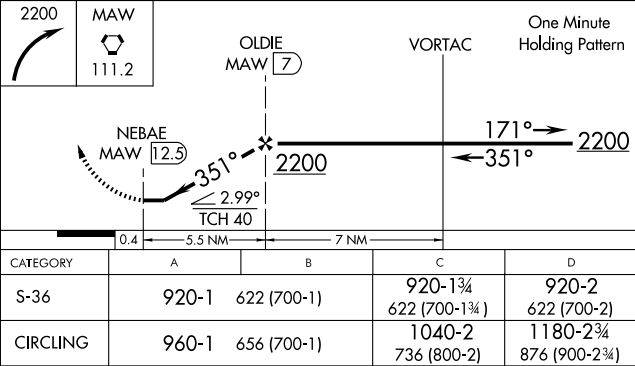
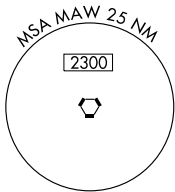
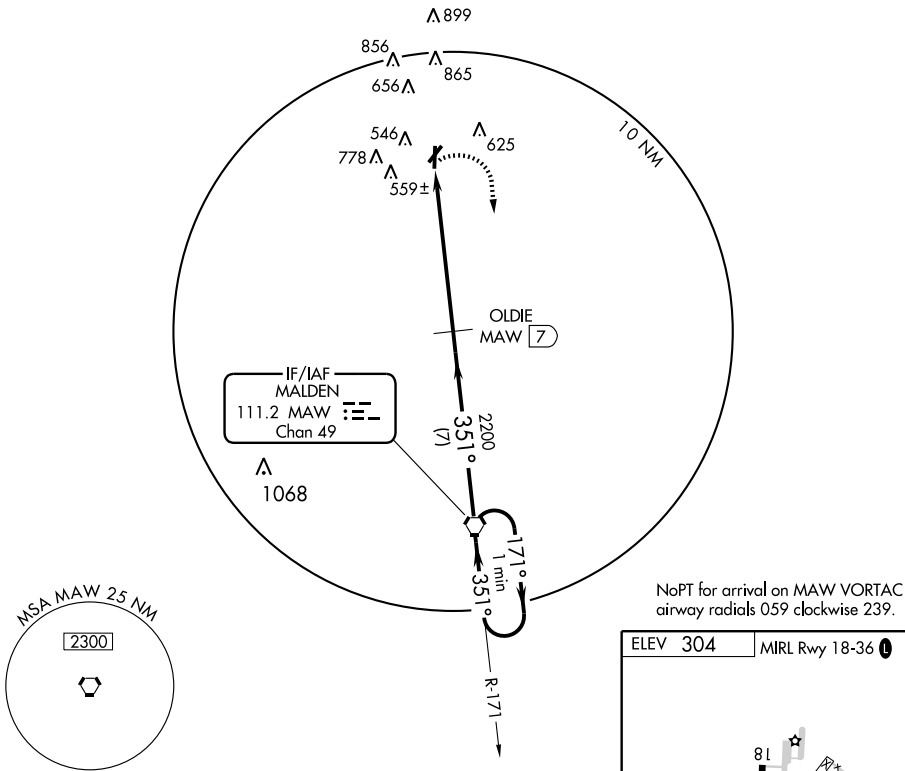
Use Poplar Bluff altimeter setting, when not received, use Cape Girardeau Rgnl altimeter setting and increase all MDA 40 feet and circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2200 direct MAW VORTAC and hold.

POPLAR BLUFF ASOS
124.225

MEMPHIS CENTER
133.65 292.15

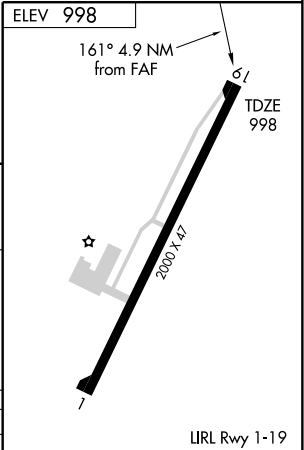
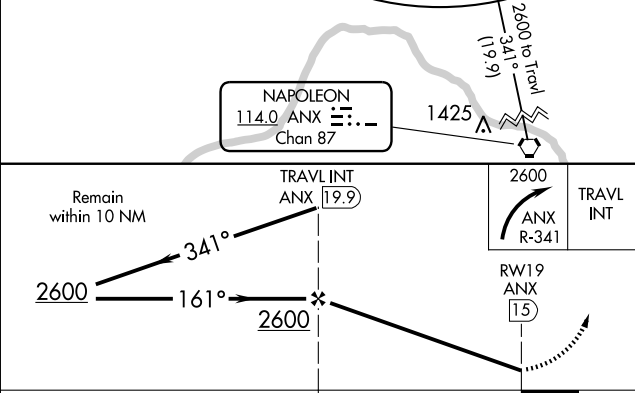
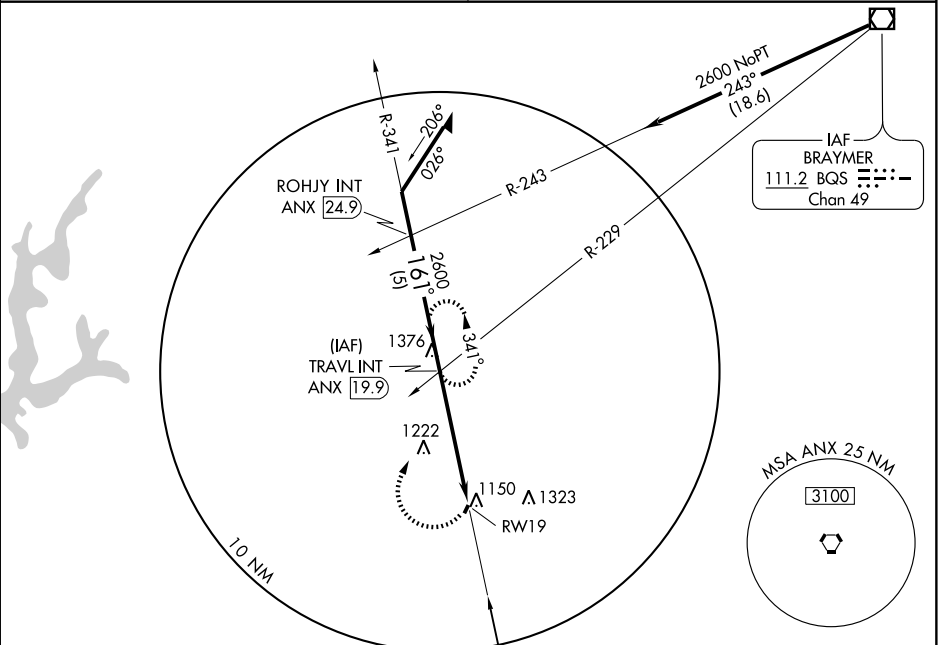
UNICOM
122.8 (CTAF) 0



VORTAC ANX	APP CRS	Rwy Idg	2000
114.0	161°	TDZE	998
Chan 87		Apt Elev	998

VOR or GPS RWY 19
EXCELSIOR SPRINGS MEMORIAL (3EX)

<p>▼ Use Charles B. Wheeler Downtown alimeter setting.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climbing right turn to 2600 via ANX R-341 to TRAVL INT and hold.</p>
<p>KANSAS CITY APP CON</p> <p>118.4 294.7</p>	<p>UNICOM</p> <p>122.7 (CTAF)</p>



CATEGORY	A	B	C	D
S-19	1620-1	622 (700-1)	NA	
CIRCLING	1620-1	622 (700-1)	NA	

Knots		60	90	120	150	180
Min:Sec		4:54	3:16	2:27	1:58	1:38

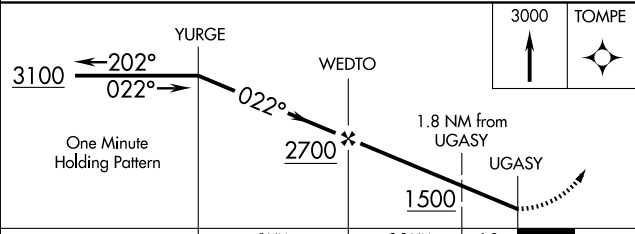
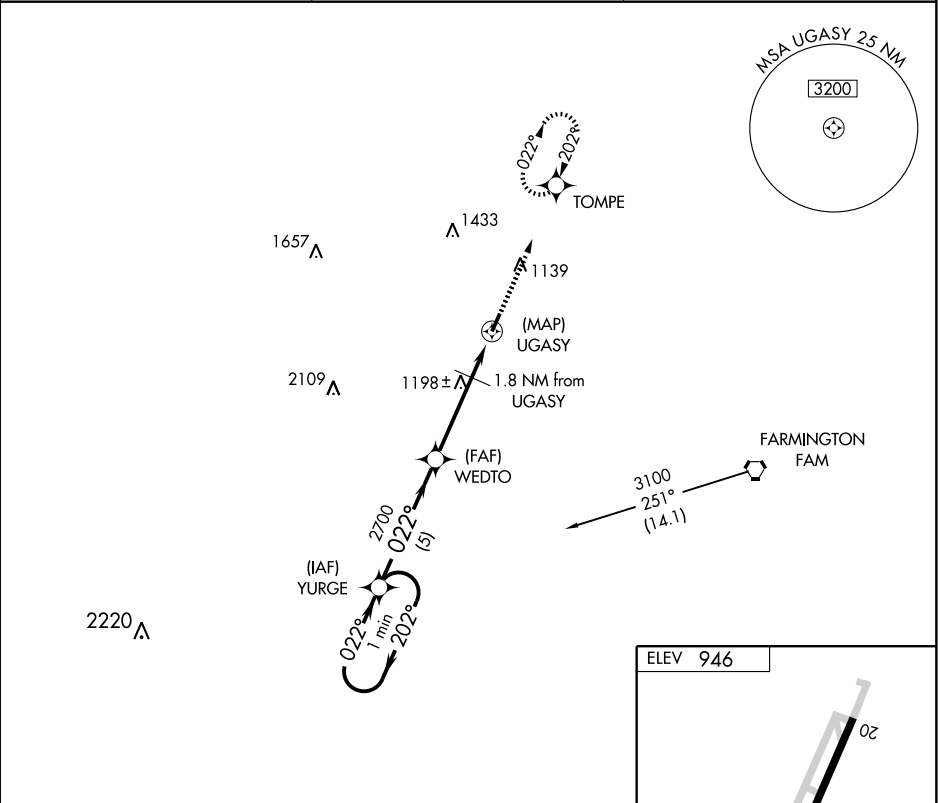
APP CRS	Rwy Idg	3999
022°	TDZE	946
	Apt Elev	946

GPS RWY 2

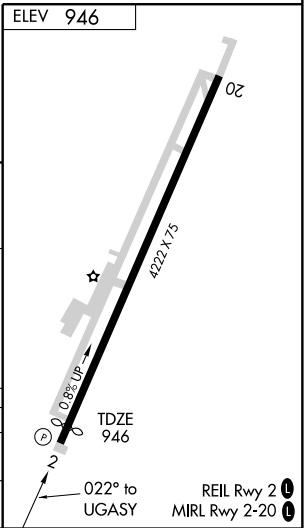
FARMINGTON RGNL (FAM)

<div><div>▽</div><div>▲ NA</div></div>	MISSED APPROACH: Climb to 3000 direct TOMPE WP and hold.
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AWOS-3 119.275	KANSAS CITY CENTER 127.47 291.7	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-2	1300-1	354 (400-1)	NA	NA
CIRCLING	1440-1	494 (500-1)	NA	NA

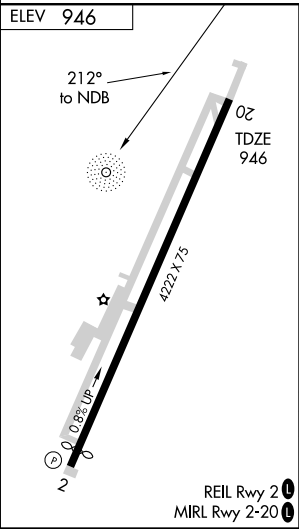
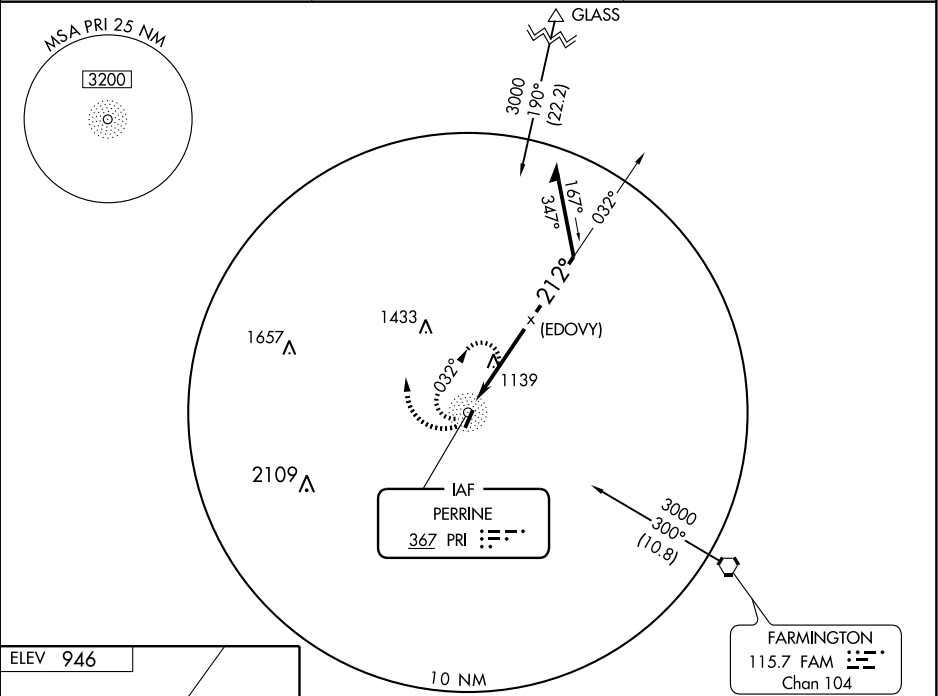





▼

▲ NA

MISSED APPROACH: Climbing right turn to 2700 in PRI NDB holding pattern.


AWOS-3 119.275	KANSAS CITY CENTER 127.47 291.7	UNICOM 122.8 (CTAF) 0
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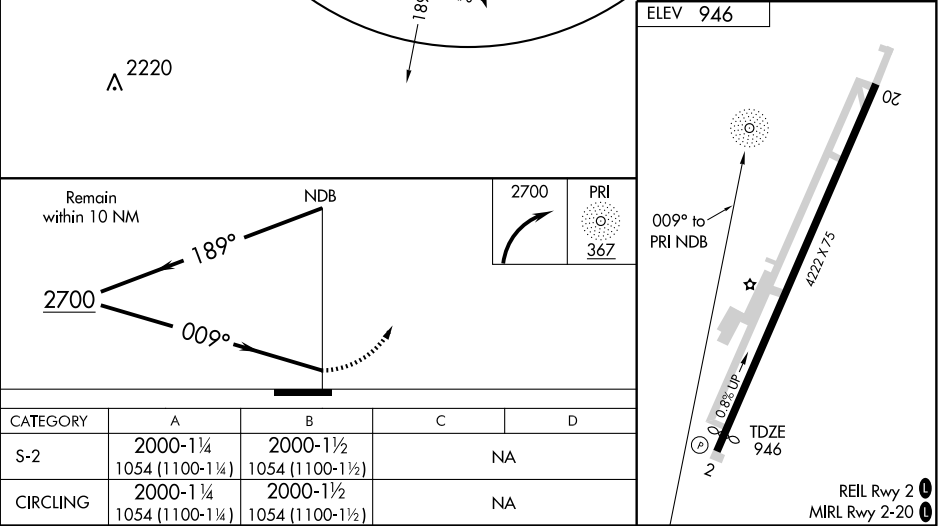
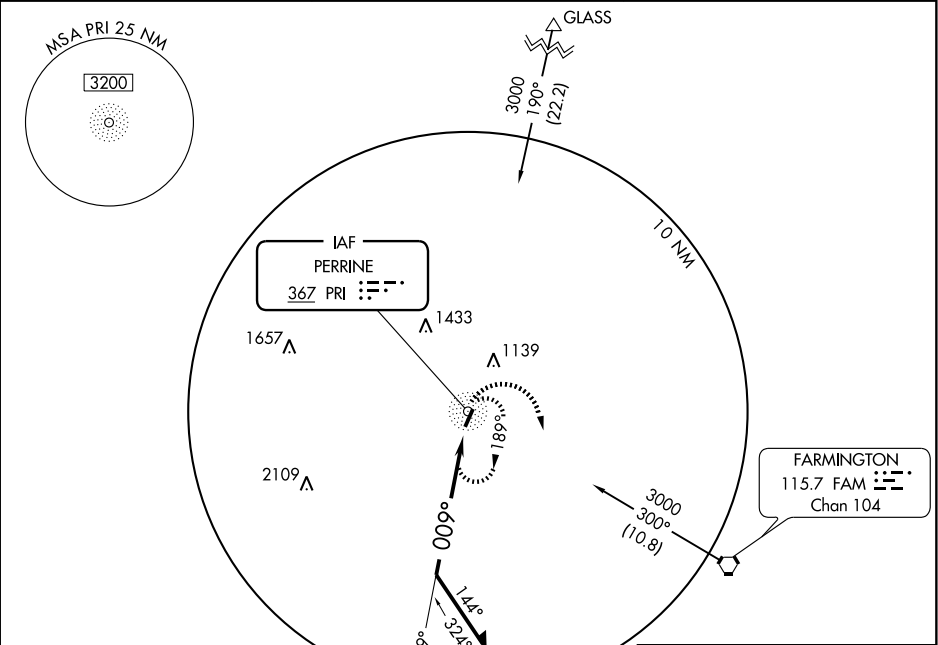
<div>2700</div> <div></div>	<div>PRI</div> <div></div> <div>367</div>	<div><div><div>NDB</div><div><div>032°</div><div>212°</div></div><div><div>Remain within 10 NM</div><div>2700</div></div><div><div>(EDOVY)</div><div>4 NM</div></div></div><div></div></div>		
CATEGORY	A	B	C	D
S-20	1740-1 794 (800-1)	1740-1¼ 794 (800-1¼)	NA	
CIRCLING	1740-1 794 (800-1)	1740-1¼ 794 (800-1¼)	NA	

NDB PRI	APP CRS	Rwy Idg	3999
367	009°	TDZE	946
		Apt Elev	946

NDB RWY 2
FARMINGTON RGNL (FAM)

 NA	MISSED APPROACH: Climbing right turn to 2700 in PRI NDB holding pattern.
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AWOS-3 119.275	KANSAS CITY CENTER 127.47 291.7	UNICOM 122.8 (CTAF) 
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VORTAC FAM 115.7 Chan 104	APP CRS 299°	Rwy Idg TDZE Apt Elev	N/A N/A 946
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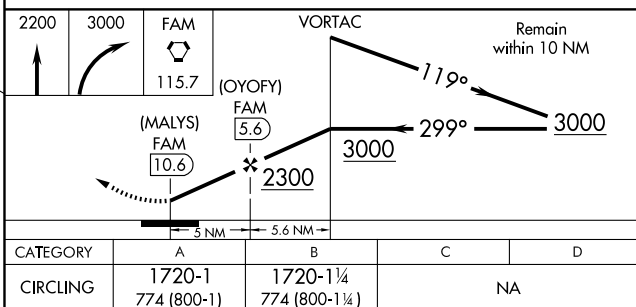
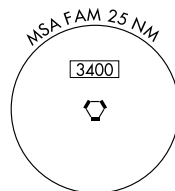
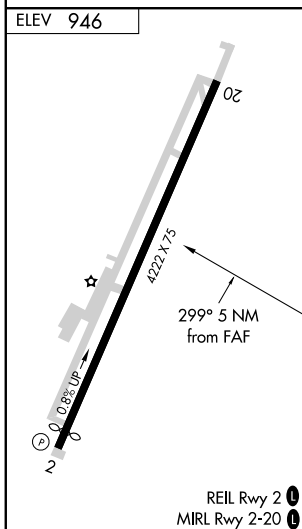
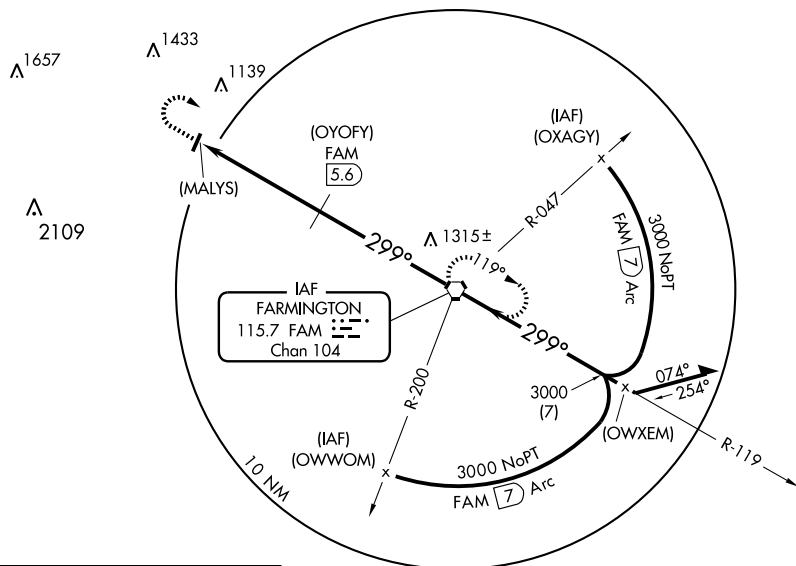
VOR/DME or GPS-A
FARMINGTON RGNL (FAM)

T	
A	NA

MISSED APPROACH: Climb to 2200, then climbing right turn to 3000 direct FAM VORTAC and hold.

AWOS-3
119.275

KANSAS CITY CENTER
127.47 291.7

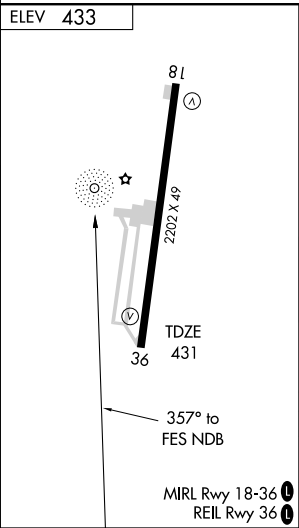
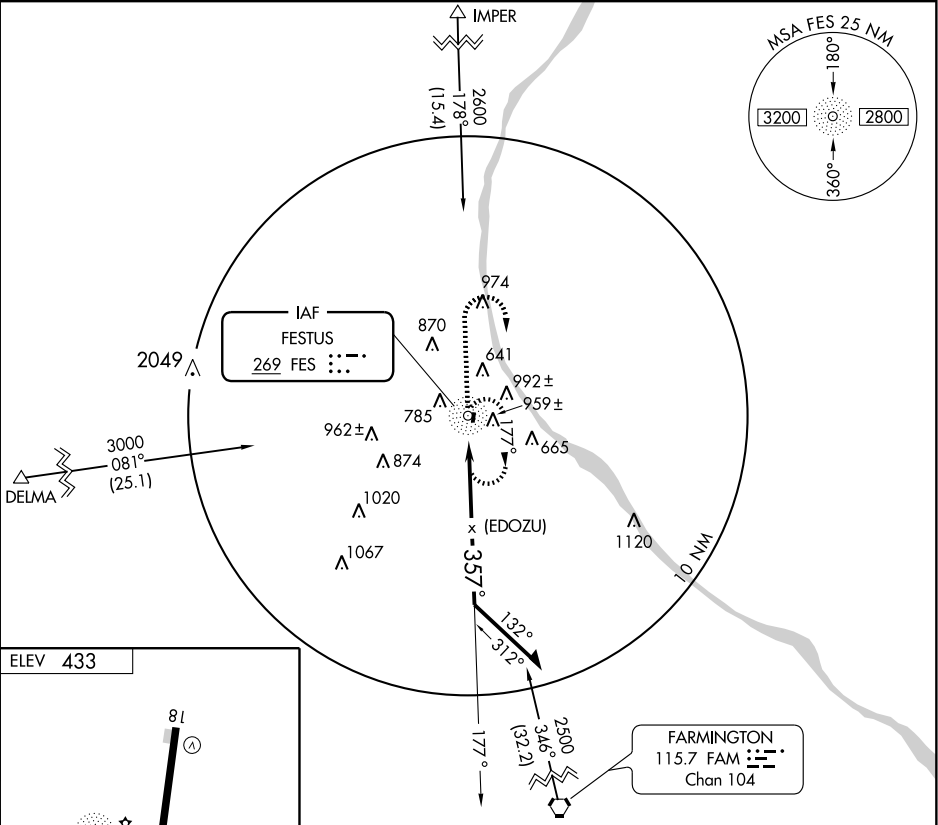
UNICOM
122.8 (CTAF) **L**





NDB FES 269	APP CRS 357°	Rwy Idg TDZE Apt Elev	2202 431 433
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NDB or GPS RWY 36

FESTUS MEMORIAL (FES)

NA	Use Lambert-St. Louis Intl altimeter setting.	MISSED APPROACH: Climb to 2500 then right turn direct FES NDB and hold.
KANSAS CITY CENTER 128.35 284.67		UNICOM 122.7 (CTAF)



2500			FES  269	NDB	177°	2500	Remain within 10 NM
				(EDOZU)	357°		
							
CATEGORY	A	B	C	D			
S-36	1520-1¼ 1089 (1100-1¼)	1520-1½ 1089 (1100-1½)	NA				
CIRCLING	1520-1¼ 1087 (1100-1¼)	1520-1½ 1087 (1100-1½)	NA				

AIRPORT DIAGRAM

AL-5093 (FAA)

FT. LEONARD WOOD, MISSOURI

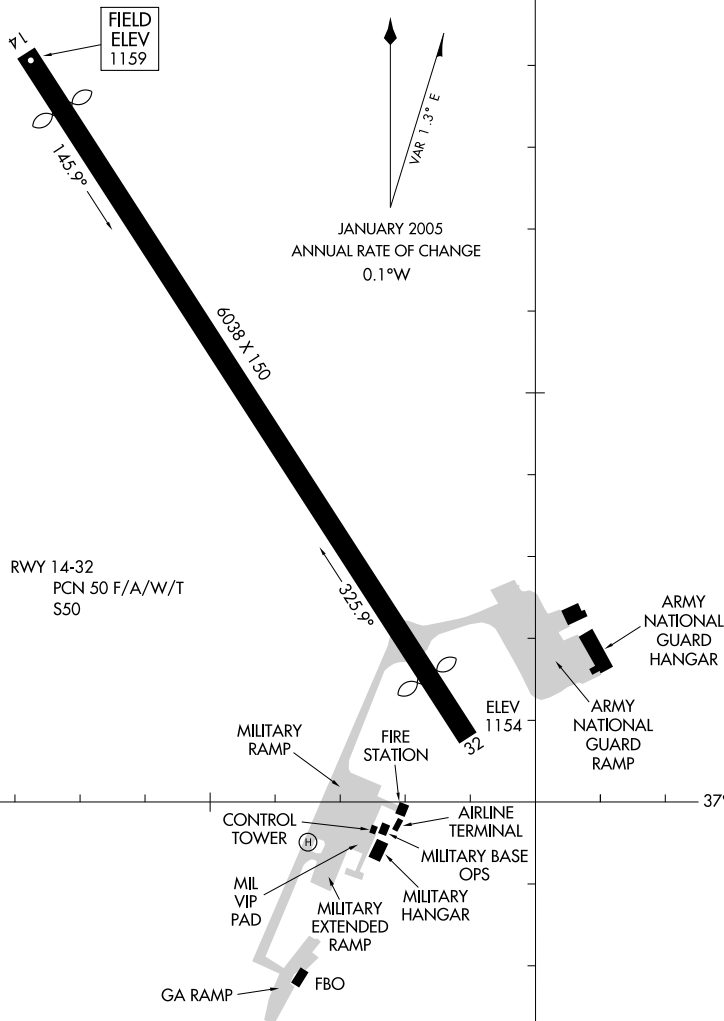
ATIS ★

118.7 229.4

FORNEY TOWER ★

125.4 268.7

37°45'N



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

★ 1273

NC-3, 17 DEC 2009 to 14 JAN 2010

92°09'W

92°08'W

LOC/DME I-TBN	APP CRS	Rwy Idg	5537
110.9	144°	TDZE	1158
Chan 46		Apt Elev	1159

FT. LEONARD WOOD/
WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

ILS or LOC RWY 14

▲

When local altimeter setting not received, use Rolla/Vichy altimeter setting.
VDP NA when using Rolla/Vichy altimeter setting.
For inoperative MALSR, increase S-LOC-14 Cat. D visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 via TBN R-324 to PIMEW Int and hold.

ATIS★	KANSAS CITY CENTER	FORNEY TOWER★
118.7 229.4	128.35 284.67	125.4 (CTAF) 268.7

ELEV 1159	HIRL Rwy 14-32	REIL Rwy 14 and 32
TDZE 1158		
144° 5.3 NM from FAF		
1273		
FAF to MAP 5.3 NM		
Knots	60	90 120 150 180
Min:Sec	5:18	3:32 2:39 2:07 1:46

Remain within 10 NM	GIJOE OM I-TBN 6.3	1700	3000	PIMEW INT
3000	324°	2931	TBN R-324	
3000	144°		I-TBN 1.8	I-TBN 1
GS 3.00° TCH 49		4.5 NM	0.8	

CATEGORY	A	B	C	D
S-ILS 14	1358-1/2 200 (200-1/2)			
S-LOC 14	1480-1/2 322 (400-1/2)			1480-3/4 322 (400-3/4)
CIRCLING	1580-1 421 (500-1)	1620-1 461 (500-1)	1660-1 501 (600-1/2)	1720-2 561 (600-2)
ROLLA/VICHY ALTIMETER SETTING MINIMUMS				
S-ILS 14	1427-1/2 269 (300-1/2)			
S-LOC 14	1540-1/2 382 (400-1/2)			1540-3/4 382 (400-3/4)
CIRCLING	1660-1 501 (600-1)		1720-1 561 (600-1/2)	1720-2 561 (600-2)

NC-3, 17 DEC 2009 to 14 JAN 2010

NDB BHN	APP CRS	Rwy Idg	5537
391	143°	TDZE	1158
		Apt Elev	1159

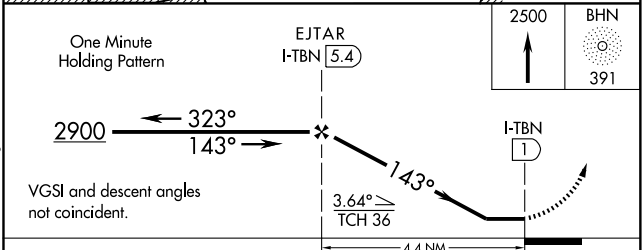
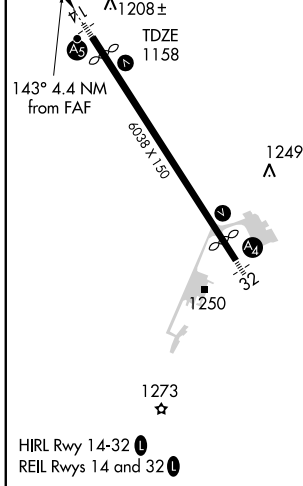
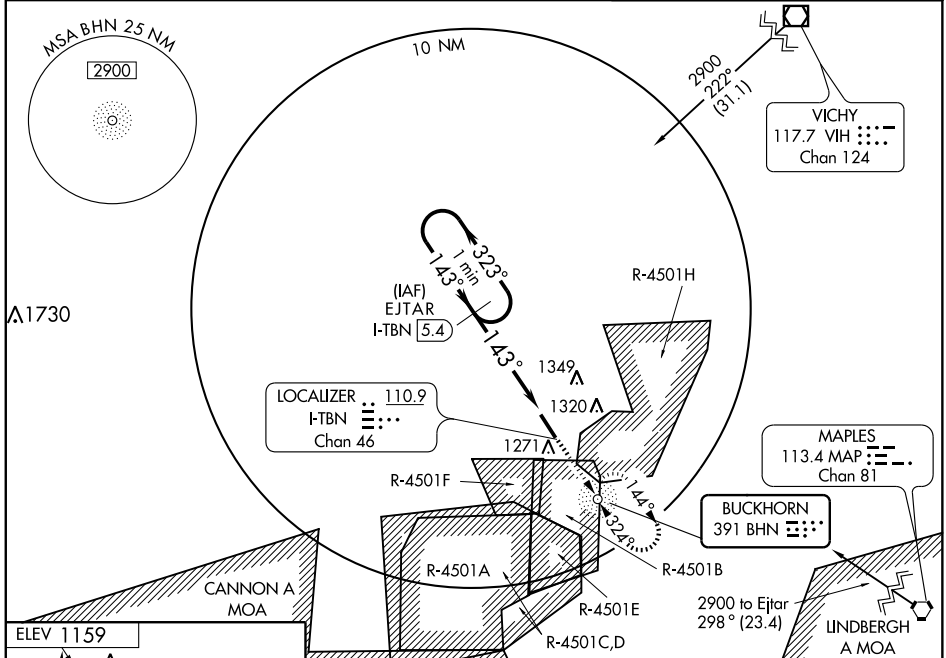
FT. LEONARD WOOD/ WAYNESVILLE-ST.ROBERT RGNL FORNEY FIELD (TBN) NDB/DME RWY 14

NA When Forney control tower closed, use Rolla National altimeter setting.
Procedure not authorized when R-4501B or H in use.
Simultaneous reception of I-TBN DME and BHN NDB required.
Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 2500
direct BHN NDB and hold.

<p>ATIS ★</p> <p>118.7 229.4</p>	<p>KANSAS CITY CENTER</p> <p>128.35 284.67</p>	<p>FORNEY TOWER ★</p> <p>125.4 (CTAF) 0 268.7</p>
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CATEGORY	A	B	C	D
S-14	1600-1	442 (500-1)	1600-1½ 442 (500-1½)	NA
CIRCLING	1600-1 441 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)
ROLLA NATIONAL ALTIMETER SETTING				
S-14	1680-1	522 (600-1)	1680-1½ 522 (600-1½)	NA
CIRCLING	1680-1	521 (600-1)	1720-1½ 561 (600-1½)	1720-2 561 (600-2)

NC-3, 17 DEC 2009 to 14 JAN 2010

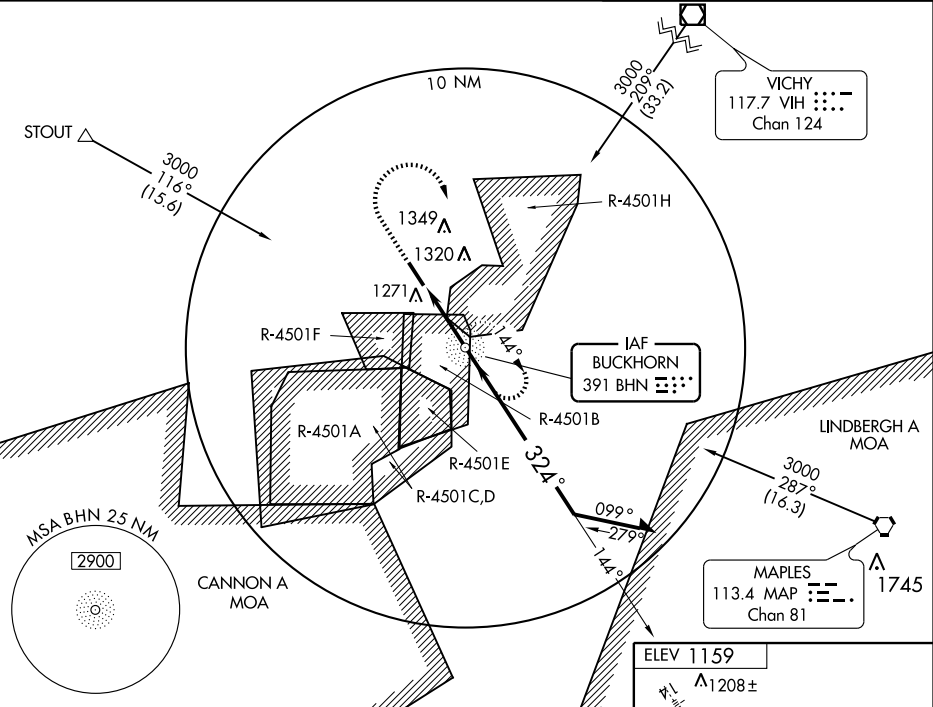
NDB BHN	APP CRS	Rwy Idg	5512
391	324°	TDZE	1153
		Apt Elev	1159

A When control tower closed, use Rolla National altimeter setting.
Procedure not authorized when R-4501B or R-4501H in use.

MALS

MISSED APPROACH: Climb to 2900 then right turn direct BHN NDB and hold.

ATIS ★ 118.7 229.4	KANSAS CITY CENTER 128.35 284.67	FORNEY TOWER ★ 125.4 (CTAF) 268.7
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2900

BHN

391

NDB

Remain within 10 NM

144°

324°

2400

2000

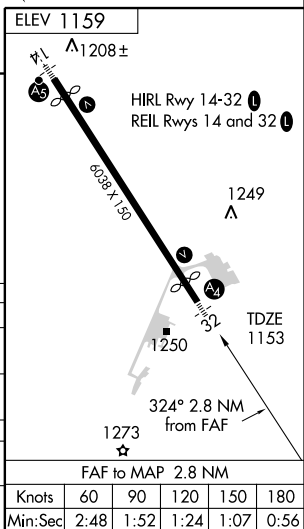
≤ 2.77°

TCH 37

2.8 NM

Maintain 2900 until procedure turn inbound.

CATEGORY	A	B	C	D
S-32	1580-1 427 (500-1)		1580-1¼ 427 (500-1¼)	1580-1½ 427 (500-1½)
CIRCLING	1580-1 421 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)
ROLLA NATIONAL ALTIMETER SETTING				
S-32	1660-1 507 (600-1)		1660-1½ 507 (600-1½)	
CIRCLING	1660-1 501 (600-1)		1720-1½ 561 (600-1½)	1720-2 561 (600-2)



NC-3. 17 DEC 2009 to 14 JAN 2010

WAAS Chan 53499 W14A	APP CRS 144°	Rwy Idg TDZE 1158 Apt Elev 1159
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FT. LEONARD WOOD/
WAYNESVILLE-ST.ROBERT RGNL FORNEY FIELD (TBN)

RNAV (GPS) RWY 14

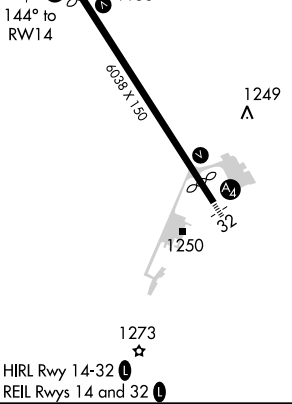
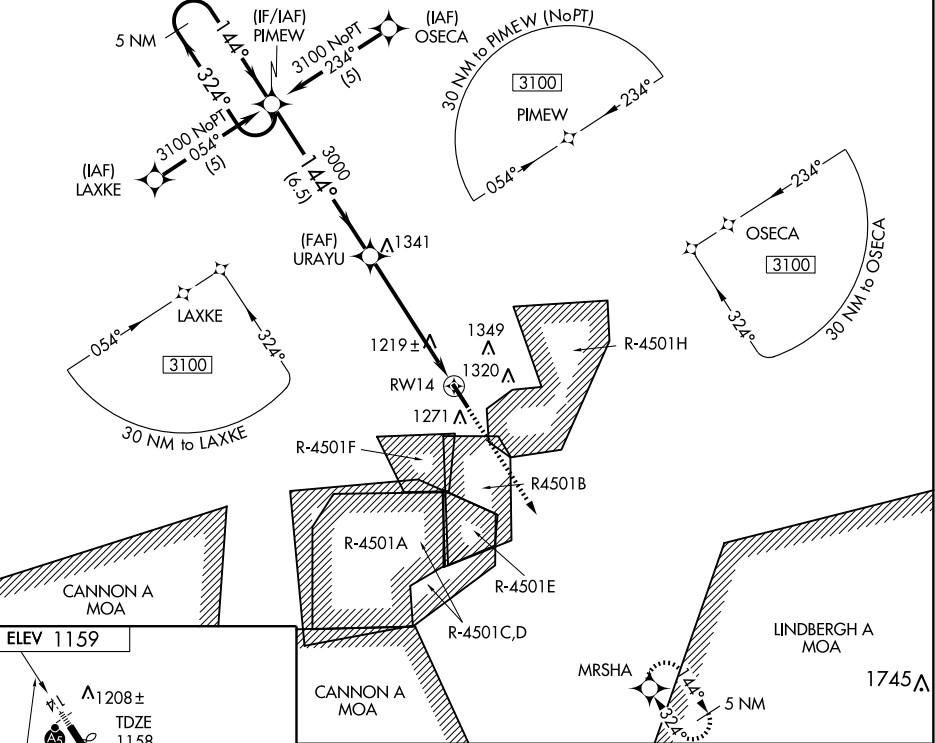
⚠

DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (2°F). When local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all DAs/MDAs 80' and all visibilities ¼ mile. VDP and Baro-VNAV NA when using Rolla/Vichy altimeter setting. For inoperative MALS, increase LPV visibility to ¾ mile all Cats. Inoperative table does not apply to LNAV Cat. D.

MALS

MISSED APPROACH: Climb to 3100 direct MRSMA and hold.

ATIS ★ 118.7 229.4	KANSAS CITY CENTER 128.35 284.67	FORNEY TOWER ★ 125.4 (CTAF) 0 268.7
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


5 NM Holding Pattern				
PIMEW				
3100 ← 324° → 144° →				
GS 3.00° TCH 49				
URAYU				
3000 → 144° → RW14				
* 0.9 NM to RW14 * LNAV only				
6.5 NM 4.6 NM 0.9				
CATEGORY	A	B	C	D
LPV DA		1408-½	250 (300-½)	
LNAV/VNAV DA		1486-¾	328 (400-¾)	
LNAV MDA		1480-½	322 (400-½)	1480-1 322 (400-1)
CIRCLING	1580-1¼ 421 (500-1¼)	1620-1¼ 461 (500-1¼)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)

WAAS Chan 99499 W32A	APP CRS 324°	Rwy Idg TDZE Apt Elev	5512 1153 1159
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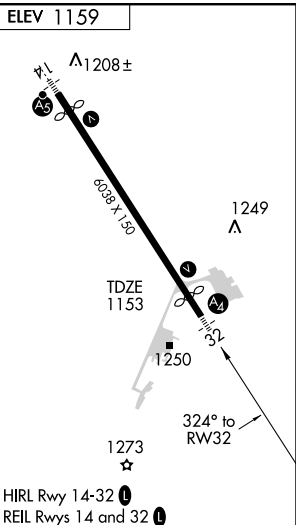
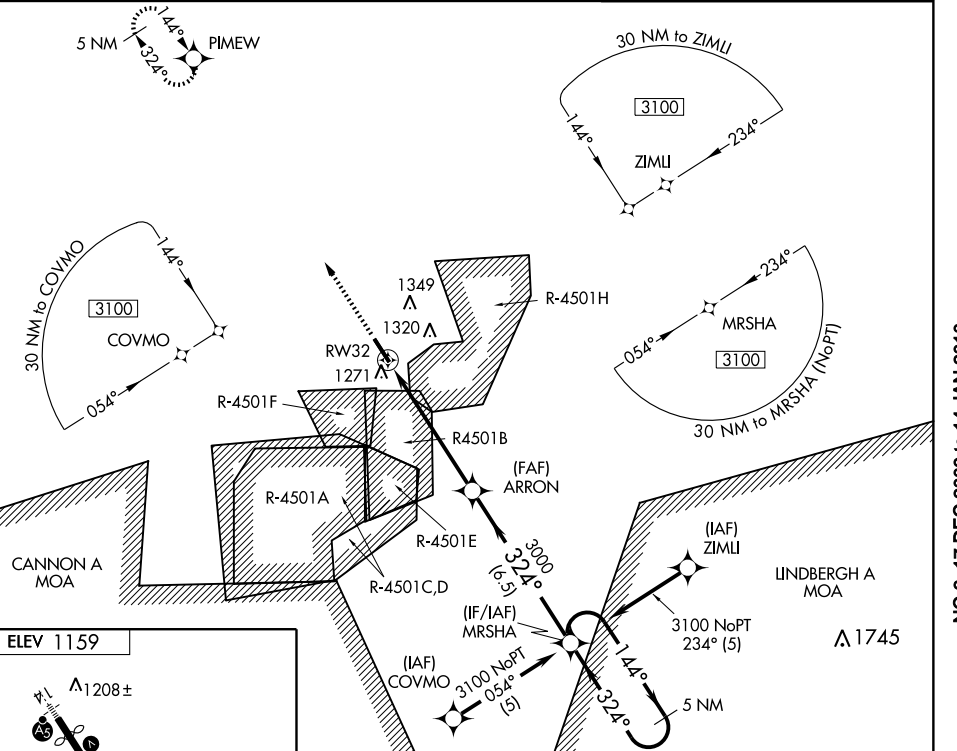
▲ DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (2°F).
When local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all DAs/MDAs 80' and all visibilities ¼ mile.
VDP and Baro-VNAV NA when using Rolla/Vichy altimeter setting.
Inoperative table does not apply.



MALS

24 

MISSED APPROACH: Climb to 3100 direct PIMEW and hold.

ATIS★ 118.7 229.4	KANSAS CITY CENTER 128.35 284.67	FORNEY TOWER★ 125.4 (CTAF) 0 268.7
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3100 ↑		PIMEW 		* LNAV only		MRSHA		5 NM Holding Pattern	
				ARRON		144° → ← 324°		3100	
		* 1.1 NM to RW32 		3000				GS 3.00° TCH 36	
		1.1		4.5 NM		6.5 NM			
CATEGORY		A		B		C		D	
LPV DA				1403/50		250 (300-1)			
LNAV/ VNAV DA				1541-1½		388 (400-1½)			
LNAV MDA				1540/50		387 (400-1)		1540/60 387 (400-1¼)	
CIRCLING		1580-1½ 421 (500-1½)		1620-1½ 461 (500-1½)		1660-1½ 501 (600-1½)		1720-2 561 (600-2)	

NC-3, 17 DEC 2009 to 14 JAN 2010

VOR TBN
110.0

APP CRS
326°

Rwy Idg
TDZE
Apt Elev

5512
1153
1159

FT. LEONARD WOOD/
WAYNESVILLE ST. ROBERT RGNL FORNEY FIELD (TBN)

⚠ When control tower closed, use Rolla National altimeter setting.
Procedure not authorized when R-4501B or R-4501H in use.

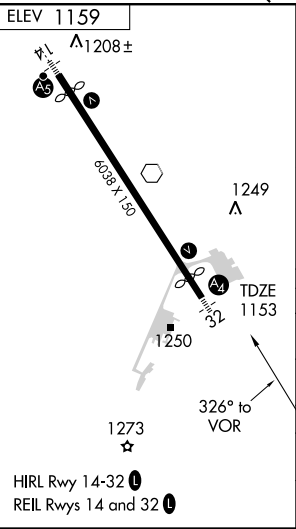
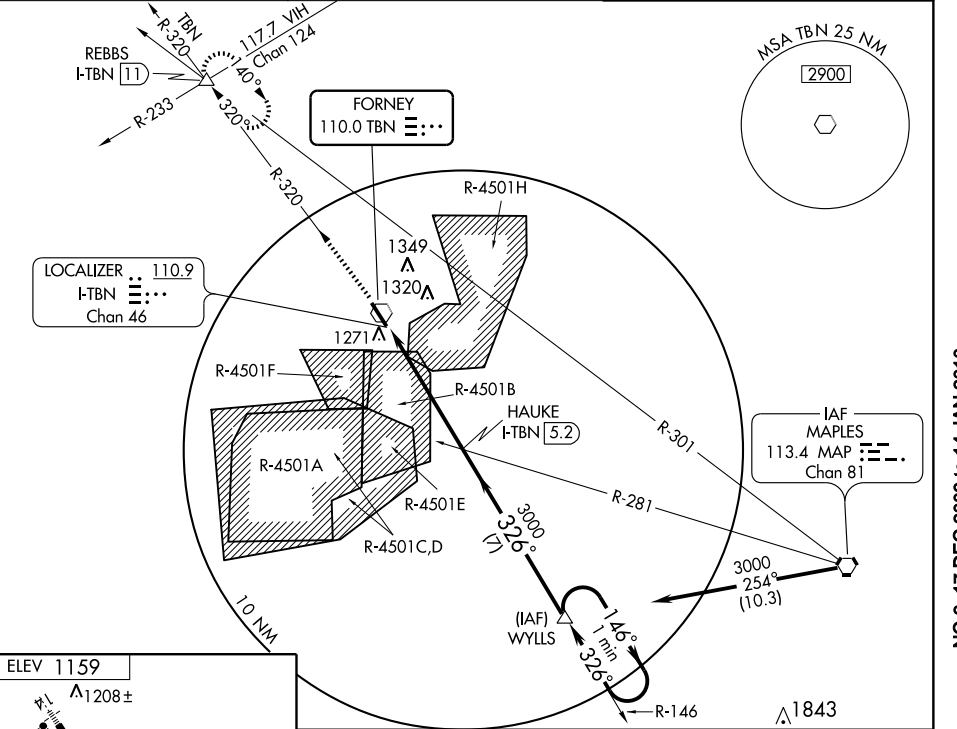
MALS
A

MISSED APPROACH: Climb to 3000 via TBN R-320 to REBBS Int and hold.

ATIS ★
118.7 229.4

KANSAS CITY CENTER
128.35 284.67

FORNEY TOWER ★
125.4 (CTAF) 268.7



	3000	REBBS	HAUKE	WYLLS	One Minute Holding Pattern
	TBN R-320	△	I-TBN [5.2]	INT	
					146° → 3000
					← 326°
					VGSI and descent angles not coincident.
					3.21° TCH 37
					5.7 NM 7 NM
CATEGORY	A	B	C	D	
S-32	1580-1	427 (500-1)	1580-1¼ 427 (500-1¼)	1580-1½ 427 (500-1½)	
CIRCLING	1580-1 421 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)	
ROLLA NATIONAL ALTIMETER SETTING					
S-32	1640-1	487 (500-1)	1640-1¼ 487 (500-1¼)	1640-1½ 487 (500-1½)	
CIRCLING	1660-1	501 (600-1)	1720-1½ 561 (600-1½)	1720-2 561 (600-2)	

NC-3. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4000
015°	TDZE	880
	Apt Elev	880

RNAV (GPS) RWY 1

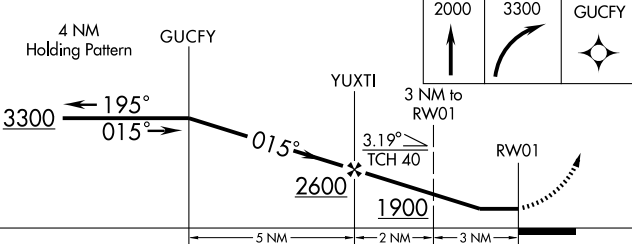
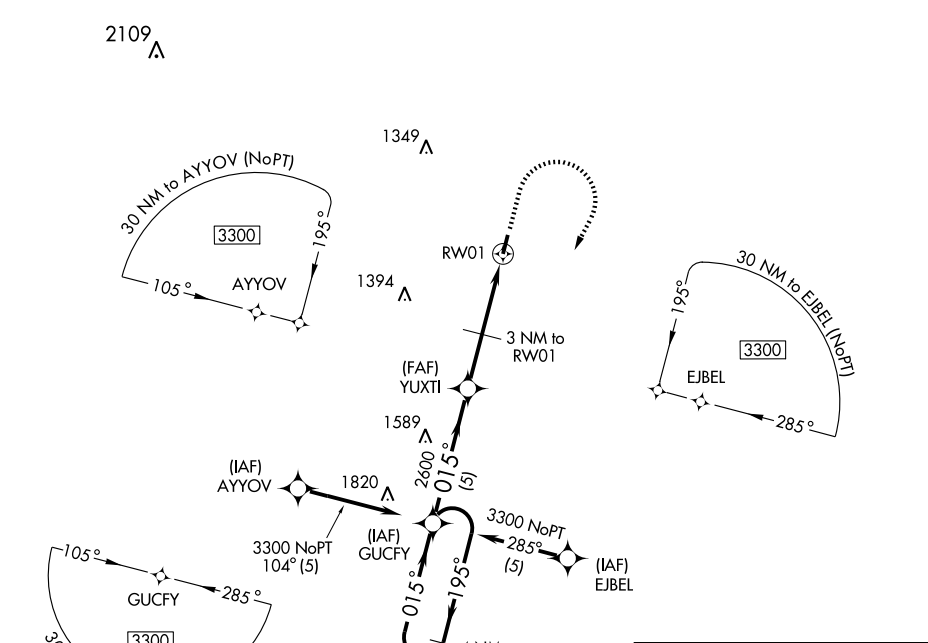
FREDERICKTOWN RGNL (H88)

▼ Use Farmington Regional altimeter setting.
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

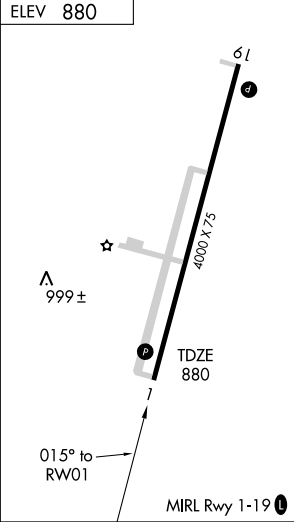
MISSED APPROACH: Climb to 2000 then climbing right turn to 3300 direct GUCFY WP and hold.

KANSAS CITY CENTER
127.47 291.7

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
GLS DA			NA	
RNAV/ VNAV DA			NA	
RNAV MDA	1300-1	420 (500-1)		NA
CIRCLING	1420-1	540 (600-1)		NA



APP CRS	Rwy Idg	4000
195°	TDZE	880
	Apt Elev	880

RNAV (GPS) RWY 19

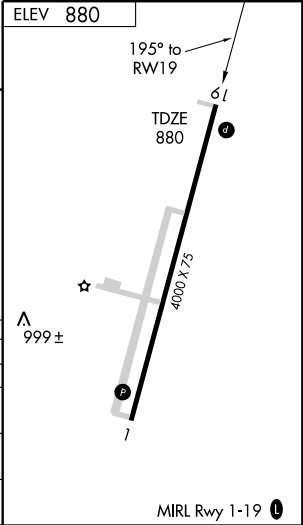
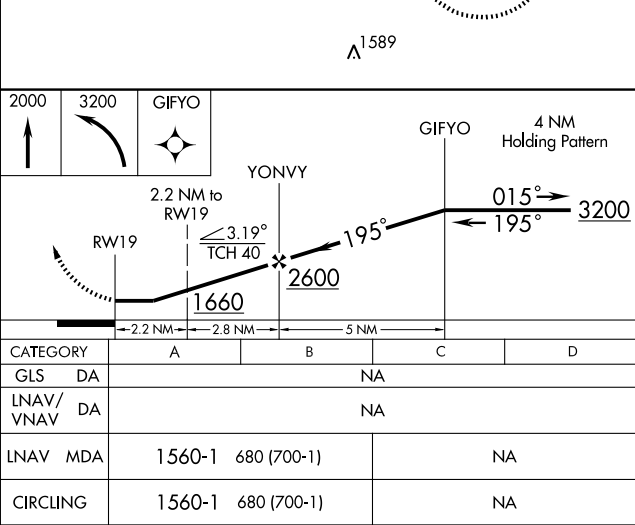
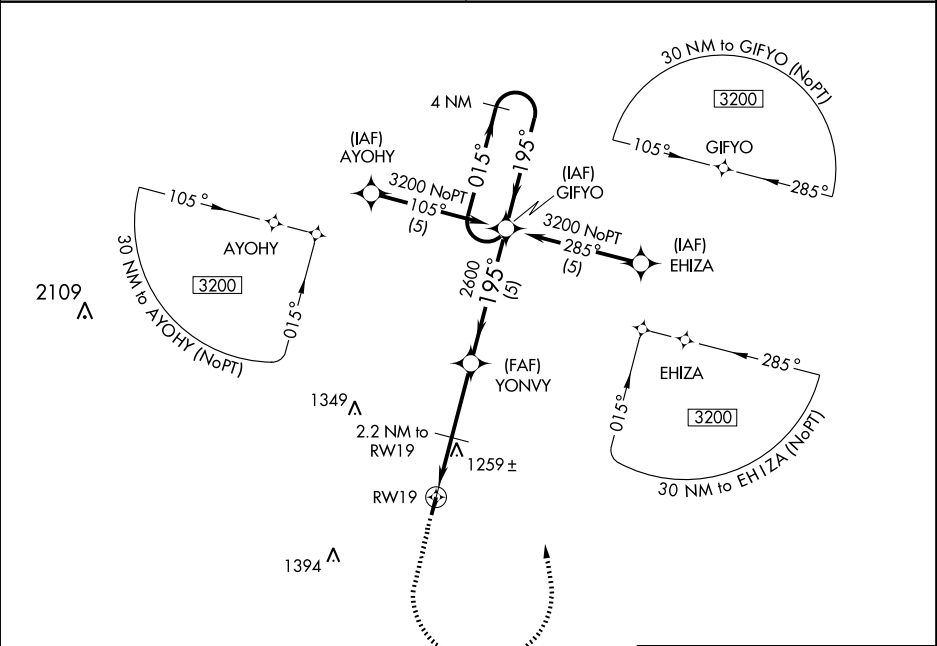
FREDERICKTOWN RGNL (H88)

▼ Use Farmington Regional altimeter setting.
▲ NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct GIFYO WP and hold.

KANSAS CITY CENTER
127.47 291.7

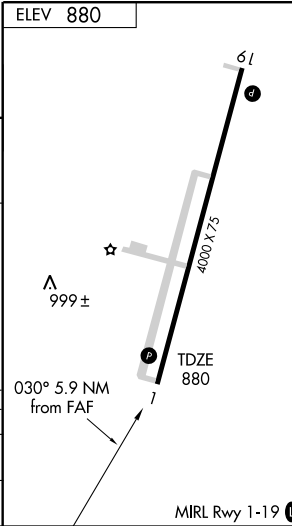
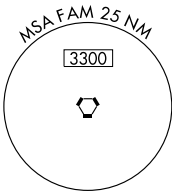
UNICOM
122.8 (CTAF) 0



Rwy Idg	4000
TDZE	880
Apt Elev	880

MISSED APPROACH: Climb to 3500 direct FAM VORTAC and hold.

UNICOM
122.8 (CTAF) **L**

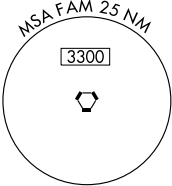
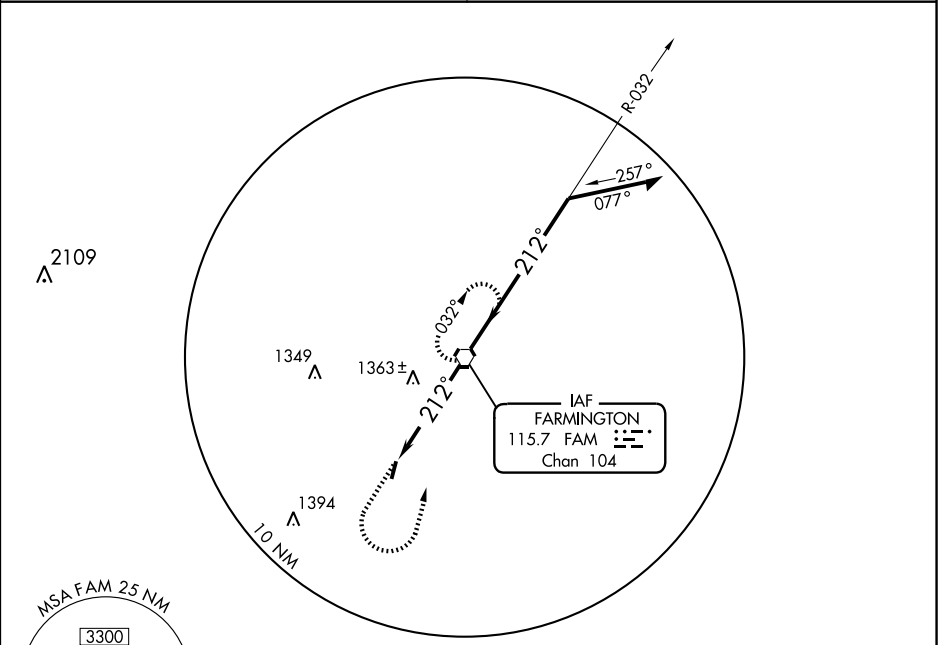


CATEGORY	A	B	C	D
S-1	1500-1	620 (700-1)	NA	
CIRCLING	1500-1	620 (700-1)	NA	

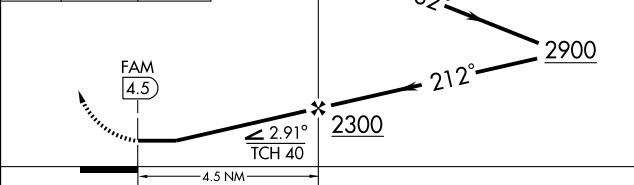
APP CRS	Rwy Idg	4000
212°	TDZE	880
	Apt Elev	880

VOR RWY 19
FREDERICKTOWN RGNL(H88)

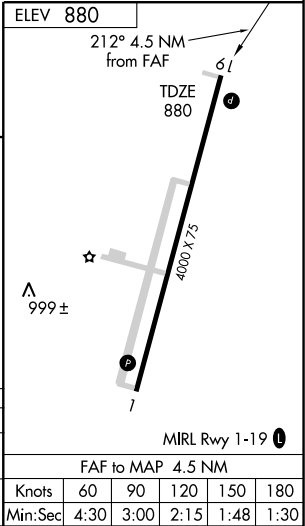
<div><div><div></div><div>NA</div></div><div>Use Farmington Regional altimeter setting.</div></div>	MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct FAM VORTAC and hold.
KANSAS CITY CENTER 127.47 291.7	UNICOM 122.8 (CTAF) 0



2000	3000	FAM
↑	↷	115.7



CATEGORY	A	B	C	D
S-19	1660-1 780 (800-1)	1660-1¼ 780 (800-1¼)	NA	
CIRCLING	1660-1 780 (800-1)	1660-1¼ 780 (800-1¼)	NA	



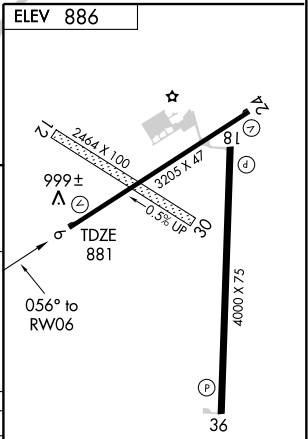
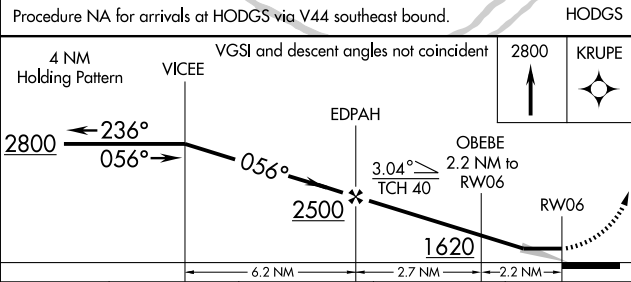
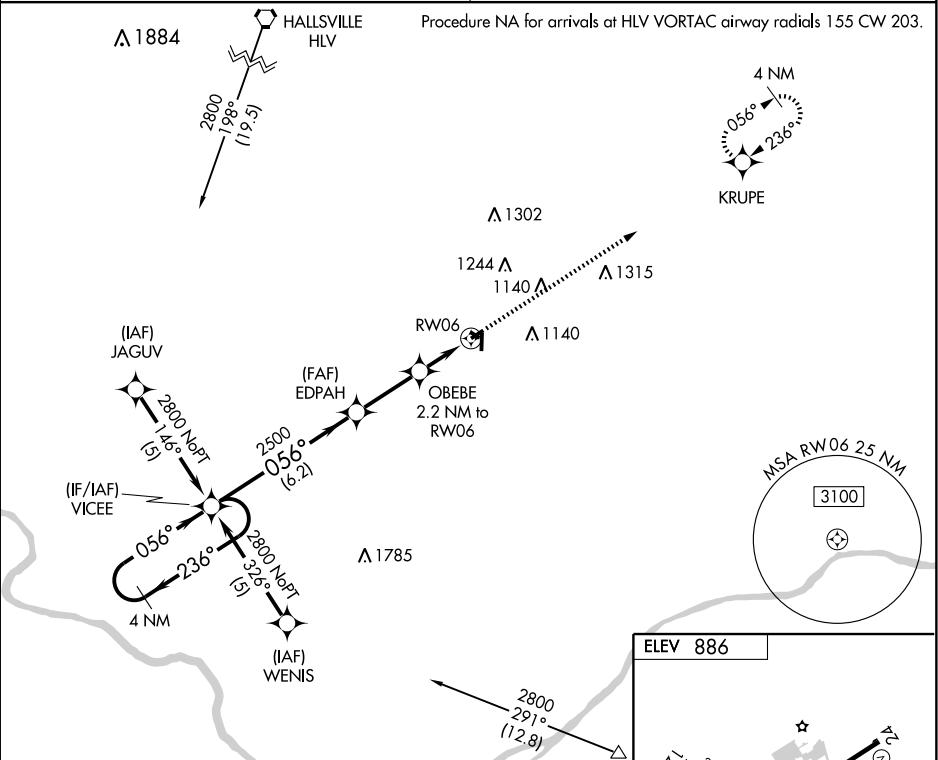
APP CRS	Rwy Idg	3205
056°	TDZE	881
	Apt Elev	886

RNAV (GPS) RWY 6

FULTON/ELTON HENSLEY MEMORIAL (F^{TT})

<p>▼ DME/DME RNP -0.3 NA.</p> <p>▲ NA Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all MDA 80 feet.</p>	MISSED APPROACH: Climb to 2800 direct KRUPE and hold.
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MIZZU APP CON 124.375 353.7	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	1300-1	419 (500-1)	1300-1 1/4 419 (500-1 1/4)	NA
CIRCLING	1380-1	494 (500-1)	1380-1 1/2 494 (500-1 1/2)	NA

MIRL Rwy 6-24 and 18-36
REIL Rwy 6, 24, 18, and 36

Baro-VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

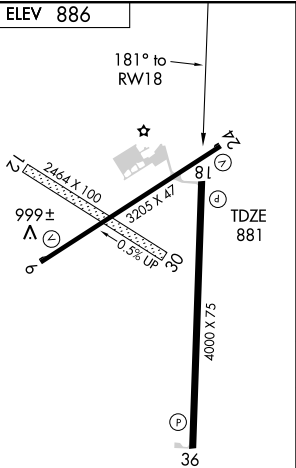
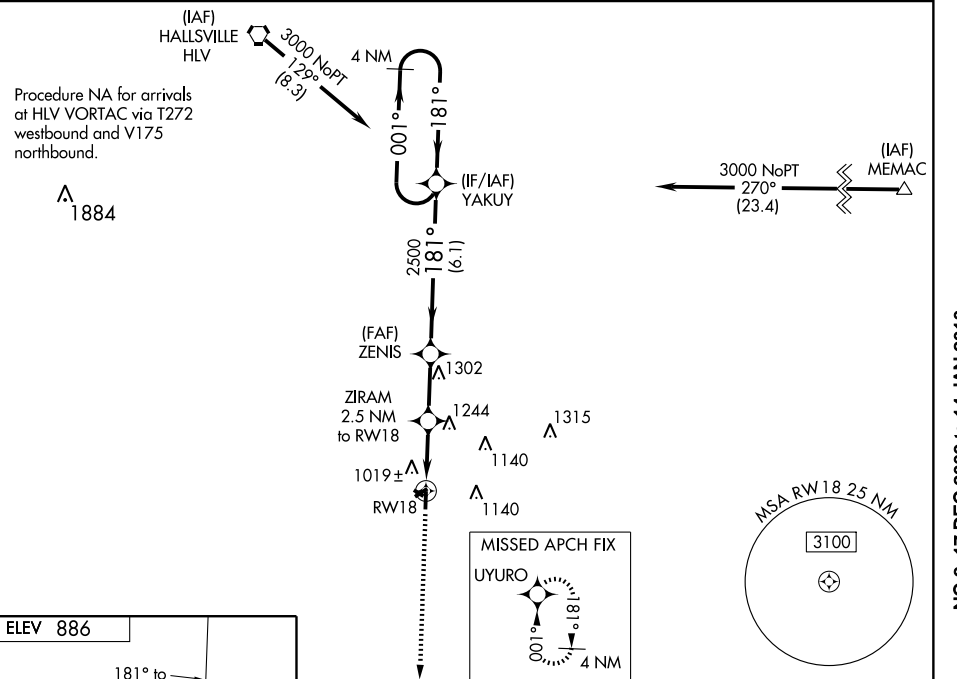
NA

Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all DA 62 feet, all MDA 80 feet, increase LPV and LNAV/VNAV all Cats. visibility ¼ mile, LNAV and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct UYURO and hold.

MIZZU APP CON
124.375 353.7

UNICOM
122.7 (CTAF)



MIRL Rwy 5-23 and 18-36
REIL Rwy 5, 23, 18, and 36

3000 UYURO		4 NM Holding Pattern			
*LNAV only		ZIRAM 2.5 NM to RW18	ZENIS 2500	001° → 3000 ← 181°	
RW18		*1720	2500	GS 3.00° TCH 42	
2.5 NM		2.4 NM	6.1 NM		
CATEGORY	A	B	C	D	
LPV DA	1155-1 274 (300-1)			NA	
LNAV/VNAV DA	1313-1½ 432 (500-1½)			NA	
LNAV MDA	1520-1	639 (700-1)	1520-1¾ 639 (700-1¾)	NA	
CIRCLING	1520-1	634 (700-1)	1520-1¾ 634 (700-1¾)	NA	

APP CRS	Rwy Idg	3205
236°	TDZE	881
	Apt Elev	886

RNAV (GPS) RWY 24

FULTON/ELTON HENSLEY MEMORIAL (FTT)



DME/DME RNP -0.3 NA.

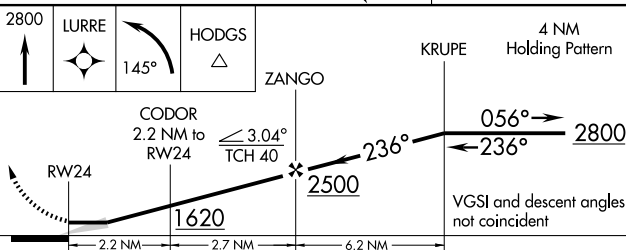
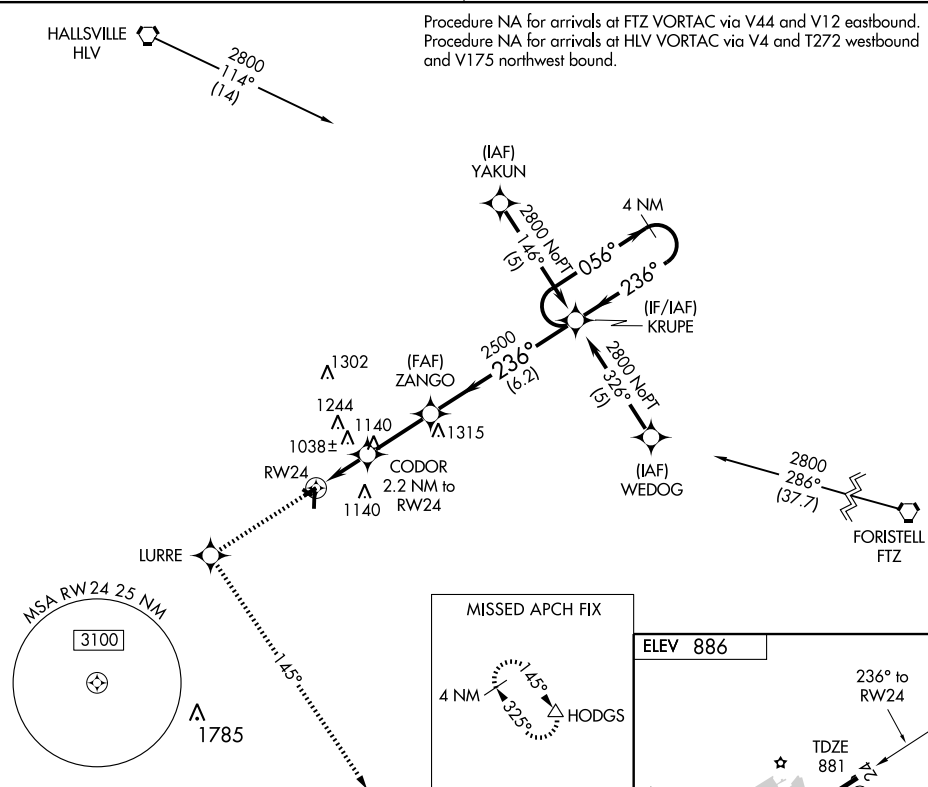


NA

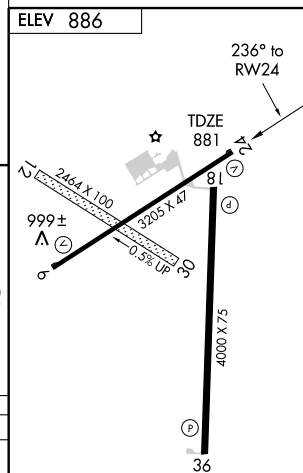
Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all MDA 80 feet, and increase LNAV Cat C visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 2800 direct LURRE and left turn via 145° track to HODGS and hold.

MIZZU APP CON
124.375 353.7

UNICOM
122.7 (CTAF)

CATEGORY	A	B	C	D
LNAV MDA	1320-1	439 (500-1)	1320-1 $\frac{1}{4}$ 439 (500-1 $\frac{1}{4}$)	NA
CIRCLING	1380-1	494 (500-1)	1380-1 $\frac{1}{2}$ 494 (500-1 $\frac{1}{2}$)	NA



MIRL Rwy 6-24 and 18-36
REIL Rwy 6, 24, 18, and 36

WAAS CH 86811 W36A	APP CRS 001°	Rwy Idg TDZE 4000 881 Apt Elev 886
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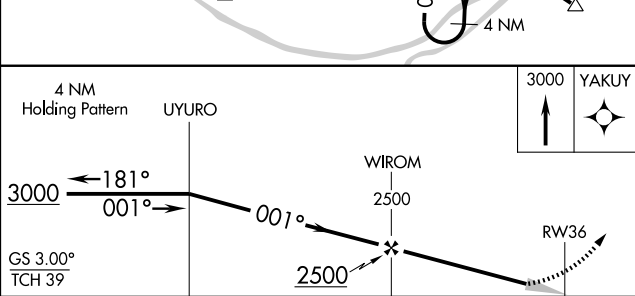
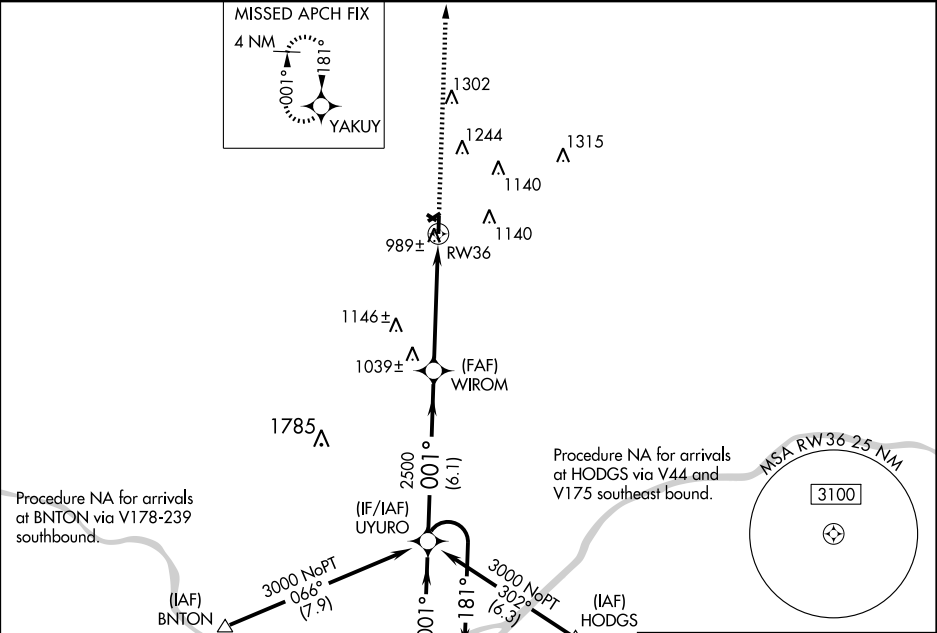
RNAV (GPS) RWY 36

FULTON/ ELTON HENSLEY MEMORIAL (F'TT')

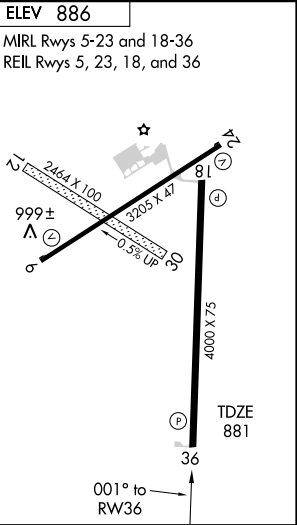
Baro-VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all DA 62 feet, all MDA 80 feet, increase LPV and LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct YAKUY and hold.

MIZZU APP CON 124.375 353.7	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1155-1	274 (300-1)		NA
LNAV/VNAV DA	1283-1½	402 (400-1½)		NA
LNAV MDA	1280-1	399 (400-1)		NA
CIRCLING	1380-1	494 (500-1)	1380-1½ 494 (500-1½)	NA



▼

NA

Use Columbia altimeter setting; when not received use Jefferson City altimeter setting and increase all MDA 80 feet, and Circling Cat C visibility ¼ mile.

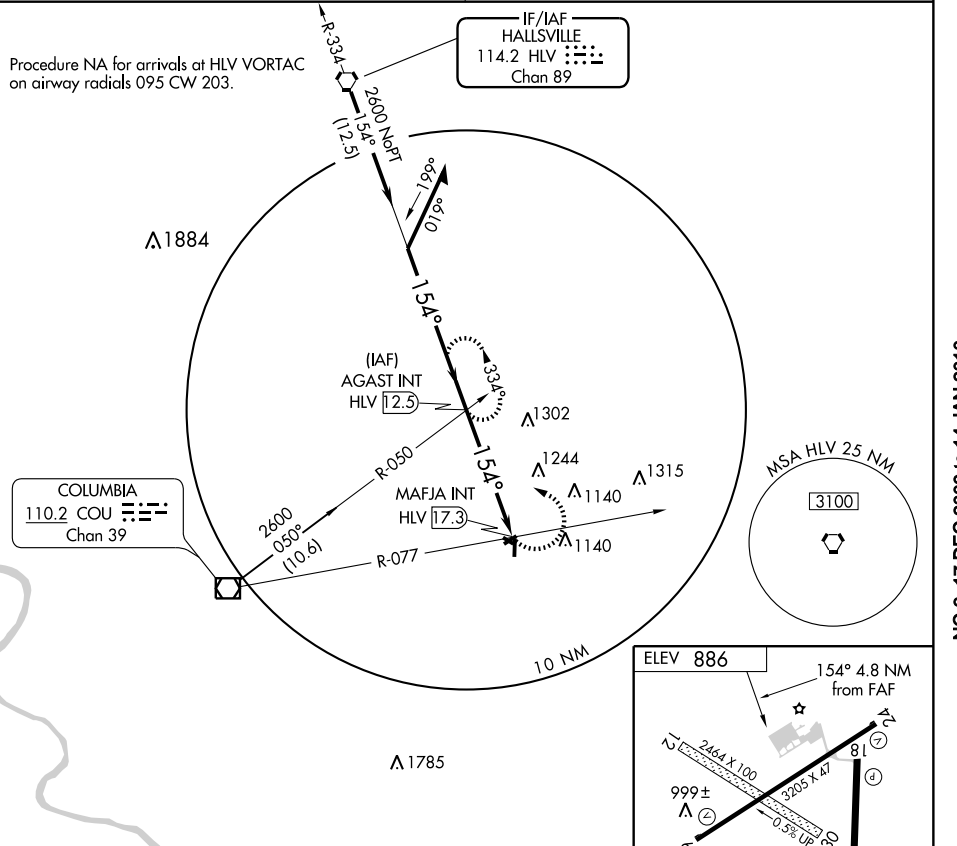
MISSED APPROACH: Climbing left turn to 2600 via HLV VORTAC R-154 to AGAST INT/12.5 DME and hold.

MIZZU APP CON

124.375 353.7

UNICOM

122.7 (CTAF)



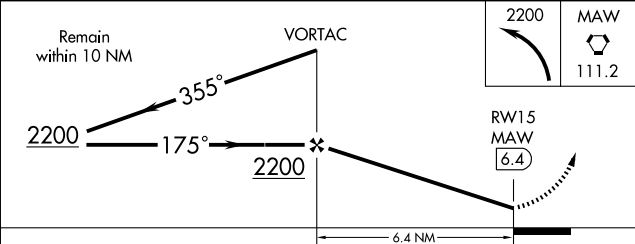
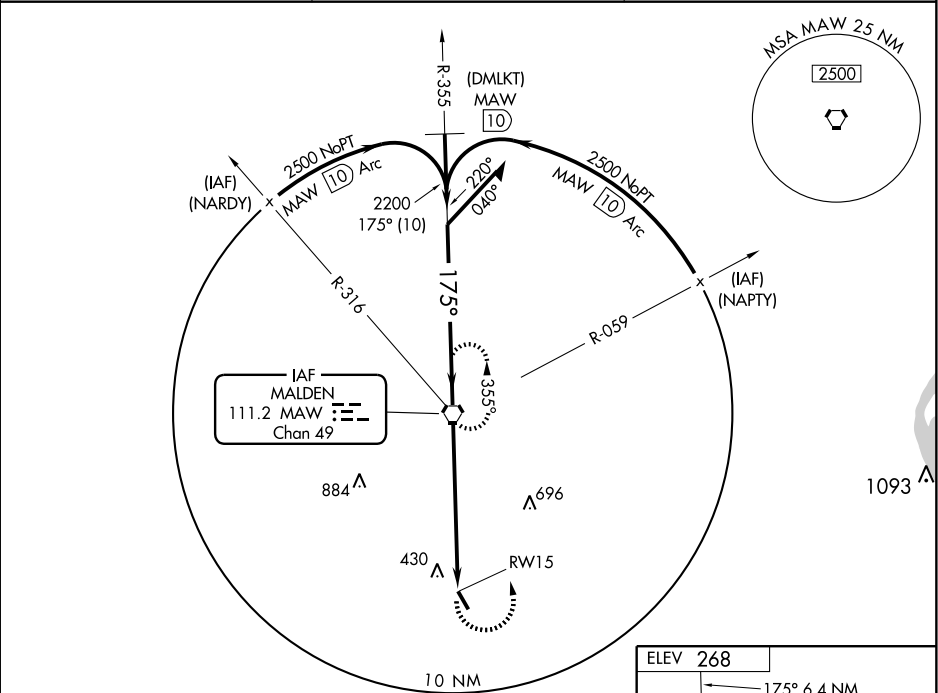
VORTAC MAW	APP CRS	Rwy Idg	4504
111.2	175°	TDZE	268
Chan 49		Apt Elev	268

VOR or GPS RWY 15

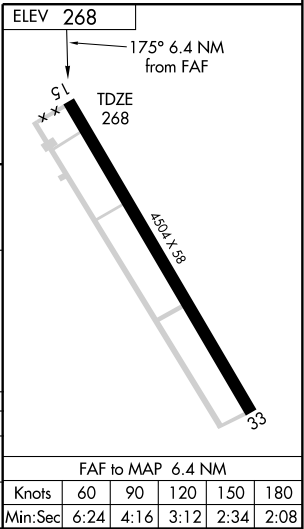
GIDEON MEMORIAL (M85)

NA Procedure not authorized at night. Use Dyersburg, TN altimeter setting.	MISSED APPROACH: Climbing left turn to 2200 direct MAW VORTAC and hold.
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DYERSBURG AWOS-3 135.625	MEMPHIS CENTER 133.65 292.15	CTAF 122.9
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CATEGORY	A	B	C	D
S-15	820-1	552 (600-1)	820-1½ 552 (600-1½)	820-1¾ 552 (600-1¾)
CIRCLING	860-1	592 (600-1)	860-1½ 592 (600-1½)	860-2 592 (600-2)



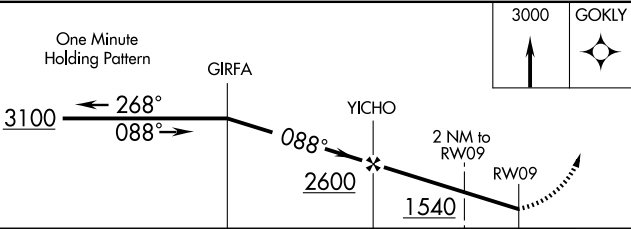
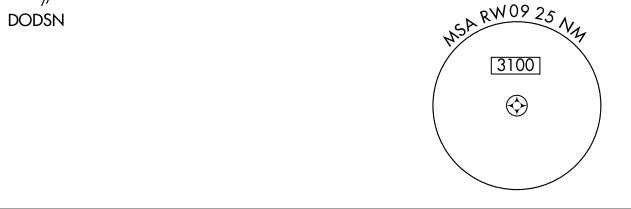
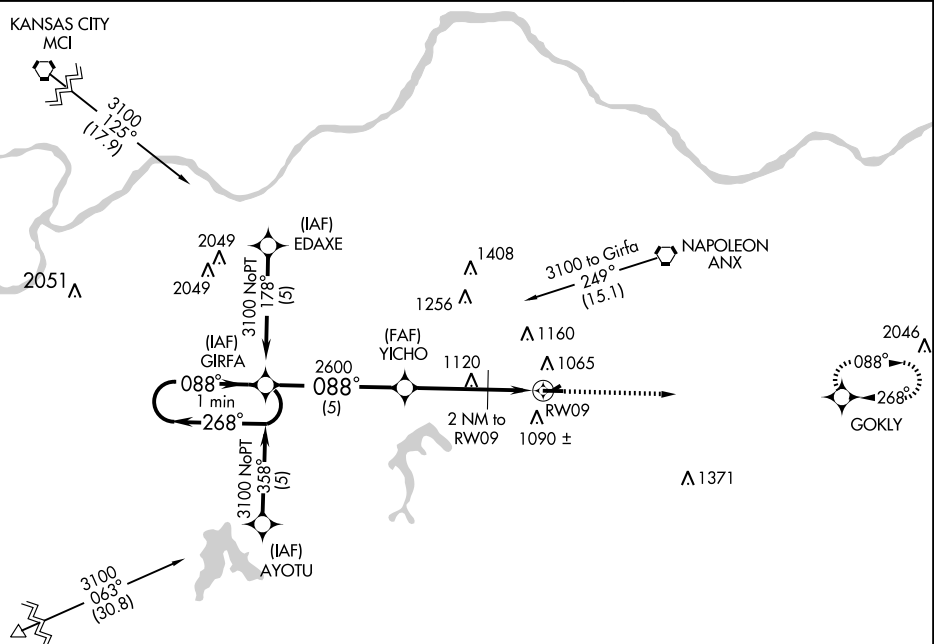
GPS RWY 9

GRAIN VALLEY/ EAST KANSAS CITY (3GV)

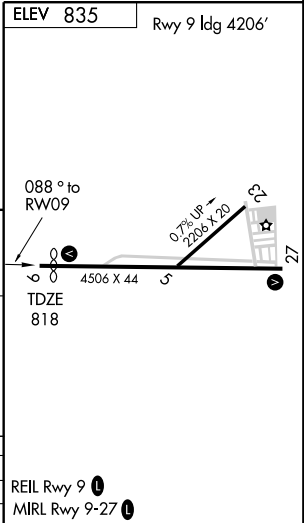
APP CRS	Rwy ldg	4206
088°	TDZE	818
	Apt Elev	835

NA	Use Charles B. Wheeler Downtown Airport altimeter setting.	MISSED APPROACH: Climb to 3000 direct GOKLY WP and hold.
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KANSAS CITY APP CON 118.4 294.7	CLNC DEL 121.3	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
S-9	1400-1	582 (600-1)	NA	
CIRCLING	1460-1	625 (700-1)	NA	



NC-3. 17 DEC 2009 to 14 JAN 2010

GPS RWY 27

GRAIN VALLEY/EAST KANSAS CITY (3GV)

APP CRS	Rwy Idg	4506
268°	TDZE	818
	Apt Elev	835

Use Charles B. Wheeler Downtown Airport altimeter setting.

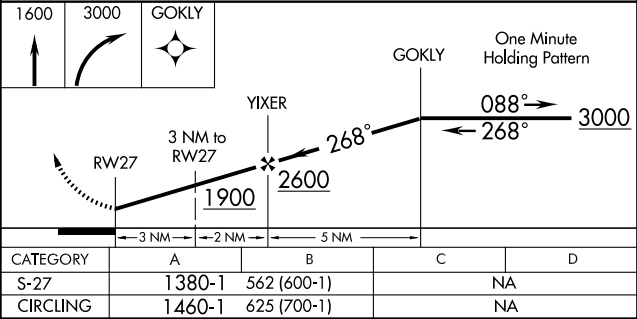
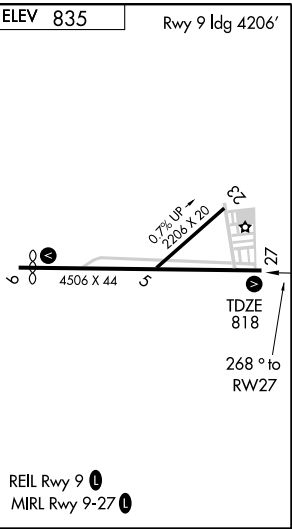
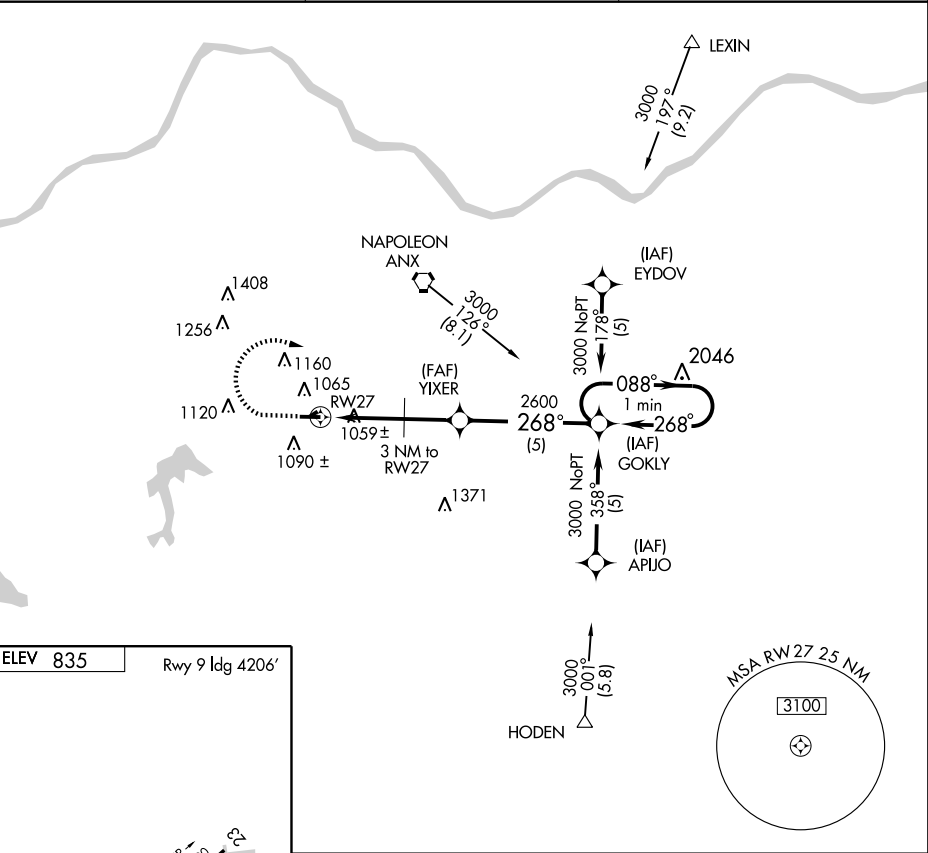
▲ NA

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct GOKLY WP and hold.

KANSAS CITY APP CON
118.4 294.7

CLNC DEL
121.3

UNICOM
122.8 (CTAF) 0

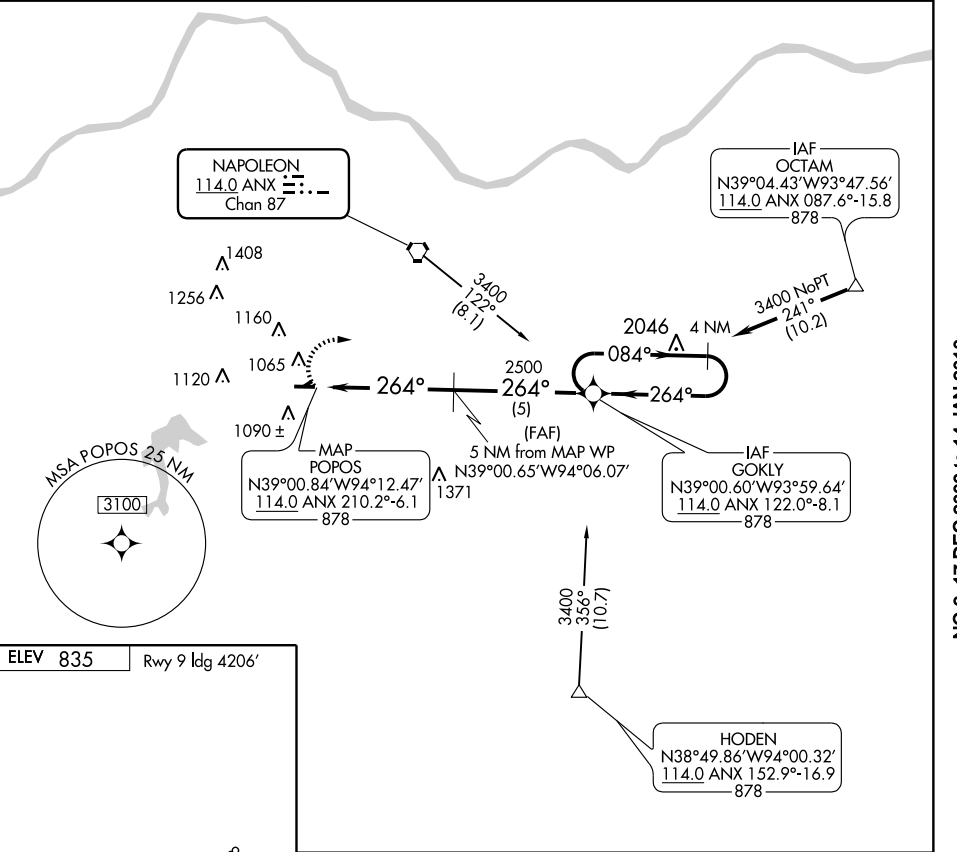


Use Charles B. Wheeler Downtown Airport altimeter setting.

MISSED APPROACH: Climbing right turn to 3400 direct GOKLY WP and hold.

NA

KANSAS CITY APP CON 118.4 294.7	CLNC DEL 121.3	UNICOM 122.8 (CTAF) 0
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ELEV 835 Rwy 9 ldg 4206'

0.7% UP
206' X 20'

TDZE 818

264° to MAP WP

REIL Rwy 9 0

MIRL Rwy 9-27 0

<div><div><div><div>3400</div><div>GOKLY</div></div><div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div><div><div><div><div></div><div></div><div></div><div></div></div></div></div></div><div><div><div><div><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VORTAC ANX <u>114.0</u> Chan 87	APP CRS 212°	Rwy Idg 2206 TDZE 835 Apt Elev 835
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VOR or GPS RWY 23
GRAIN VALLEY/EAST KANSAS CITY (3GV)

Use Charles B. Wheeler Downtown Airport altimeter setting.
Straight-in minimums Rwy 23 not authorized at night.

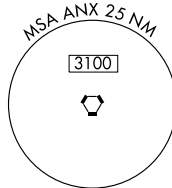
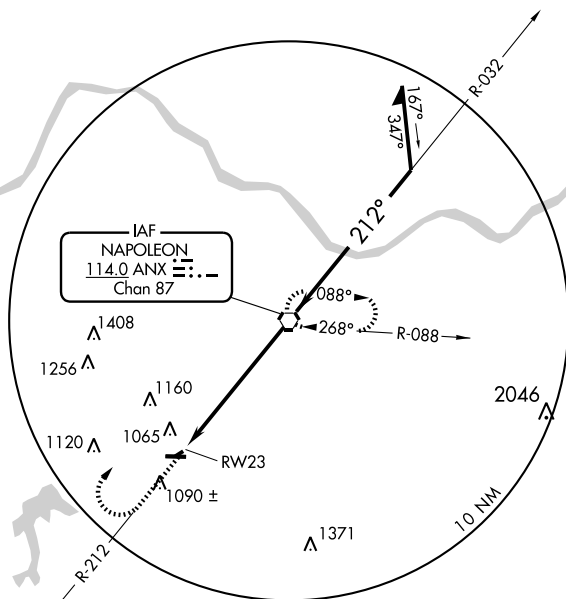
MISSED APPROACH: Climb to 1600 via ANX R-212 then climbing right turn to 2900 direct ANX VORTAC and hold.

A NA

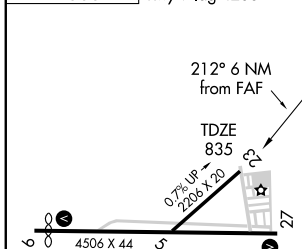
KANSAS CITY APP CON
118.4 294.7

CLNC DEL
121.3

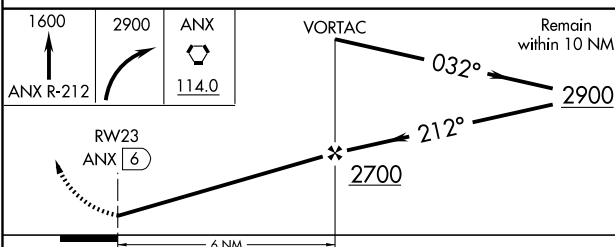
UNICOM
122.8 (CTAF) **L**



ELEV 835	Rwy 9 ldg 4206'
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REIL Rwy 9 **L**
MIRL Rwy 9-27 **L**



FAF to MAP 6 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	S-23	1400-1	565 (600-1)	NA	
Min:Sec	6:00	4:00	3:00	2:24	2:00	CIRCLING	1460-1	625 (700-1)	NA	

HAE NDB 411	APP CRS 339°	Rwy Idg TDZE Apt Elev	4400 769 769
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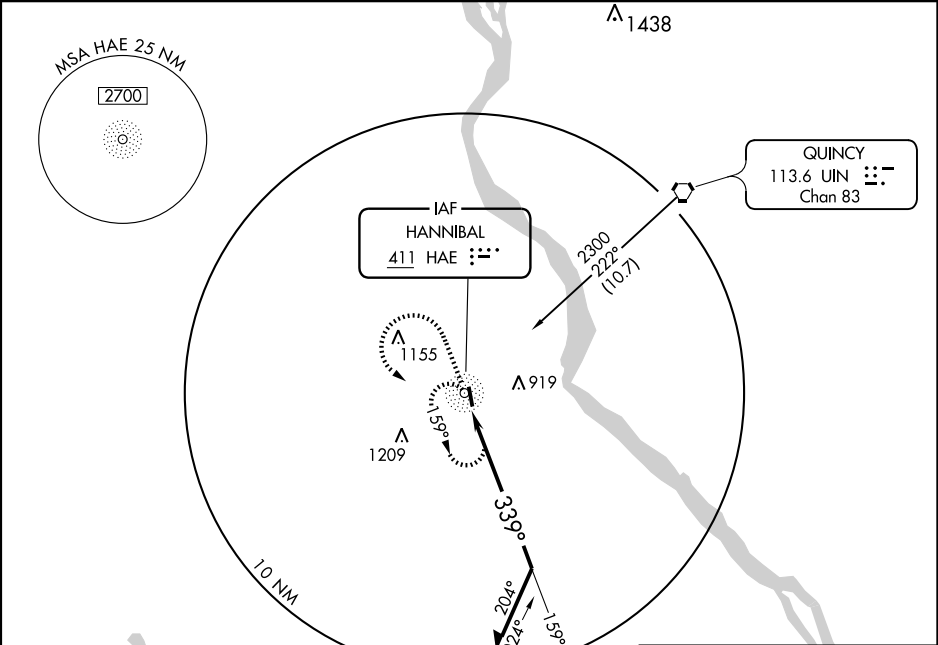
NDB RWY 35
HANNIBAL RGNL (HAE)


NA


Visibility reduction by helicopters NA.
When local altimeter setting not received, use Quincy altimeter setting and increase all MDA 60 feet and Cat C visibilities ¼ mile.


MISSED APPROACH: Climb to 2300 then left turn direct HAE NDB and hold.


AWOS-3 120.775	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF) 0
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2300
↑



HAE

411

NDB


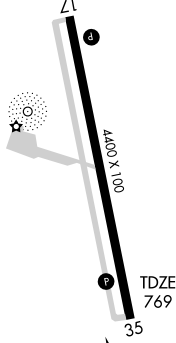
Remain within 10 NM

159°

2300

339°

ELEV 769



MIRL Rwy 17-35 0
REIL Rwy 17 and 35 0

CATEGORY	A	B	C	D
S-35	1380-1	611 (700-1)	1380-1¾ 611 (700-1¾)	NA
CIRCLING	1380-1	611 (700-1)	1380-1¾ 611 (700-1¾)	NA

NC-3. 17 DEC 2009 to 14 JAN 2010

WAAS CH 62812 W17A	APP CRS 170°	Rwy Idg TDZE Apt Elev 4400 769 769
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RNAV (GPS) RWY 17
HANNIBAL RGNL (HAE)

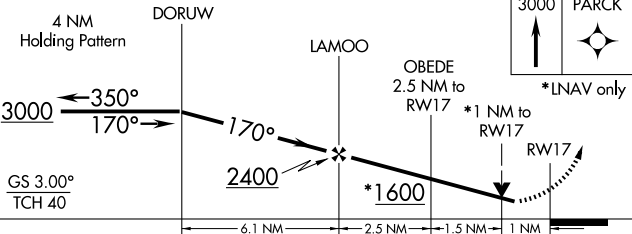
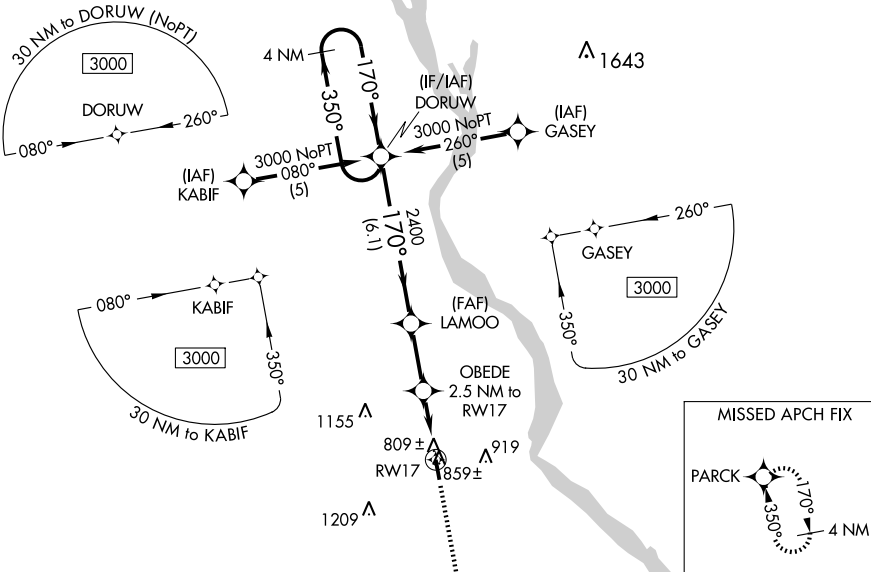
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Quincy altimeter setting and increase all DA 41 feet, all MDA 60 feet, increase LNAV Cat C visibility ¼ mile.
Baro-VNAV and VDP NA when using Quincy altimeter setting.

MISSED APPROACH: Climb to 3000
direct PARCK and hold.

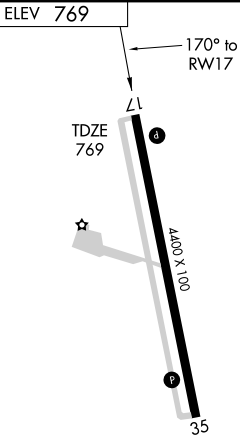
AWOS-3
120.775

KANSAS CITY CENTER
135.525 319.9

UNICOM
122.8(CTAF) 0



CATEGORY	A	B	C	D
LPV DA	1019-1	250 (300-1)		NA
LNAV/VNAV DA	1079-1¼	310 (400-1¼)		NA
LNAV MDA	1120-1	351 (400-1)		NA
CIRCLING	1260-1	491 (500-1)	1260-1½ 491 (500-1½)	NA



MIRL Rwy 17-35
REIL Rwy 17 and 35

WAAS CH 72612 W35A	APP CRS 350°	Rwy Idg TDZE Apt Elev	4400 769 769
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RNAV (GPS) RWY 35

HANNIBAL RGNL (HAE)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
▲ NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Quincy altimeter setting and increase all DA 41 feet, all MDA 60 feet.
Baro-VNAV and VDP NA when using Quincy, IL altimeter setting.

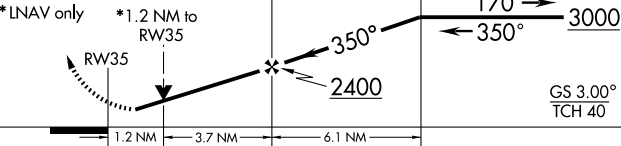
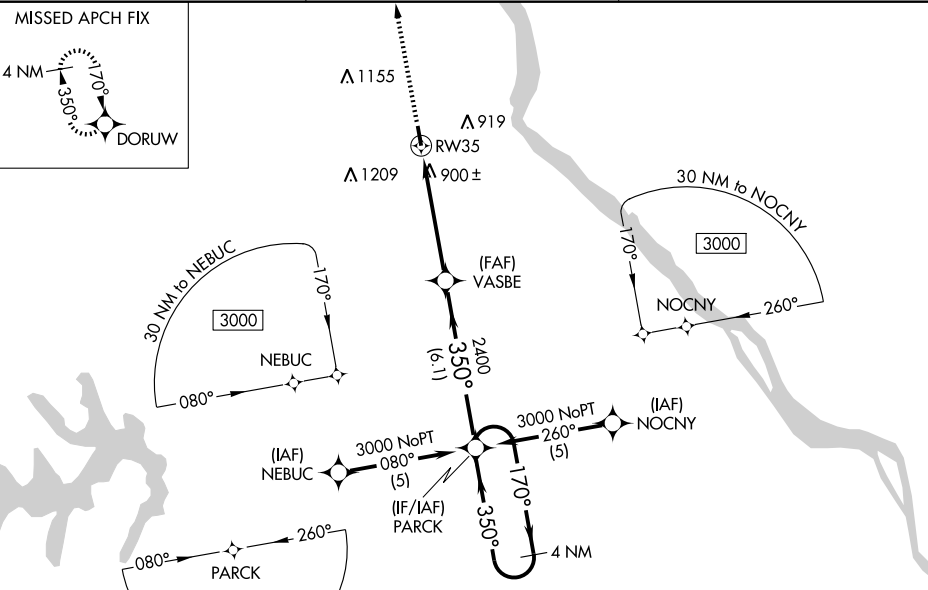
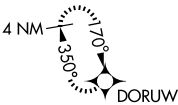
MISSED APPROACH: Climb to 3000
direct DORUW and hold.

AWOS-3
120.775

KANSAS CITY CENTER
135.525 319.9

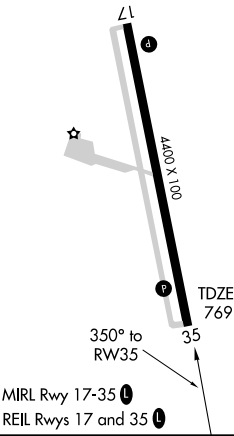
UNICOM
122.8(CTAF) 0

MISSED APCH FIX



CATEGORY	A	B	C	D
LPV DA	1019-1	250 (300-1)		NA
LNAV/VNAV DA	1242-1¾	473 (500-1¾)		NA
LNAV MDA	1200-1	431 (500-1)	1200-1¼ 431 (500-1¼)	NA
CIRCLING	1260-1	491 (500-1)	1260-1½ 491 (500-1½)	NA

ELEV 769

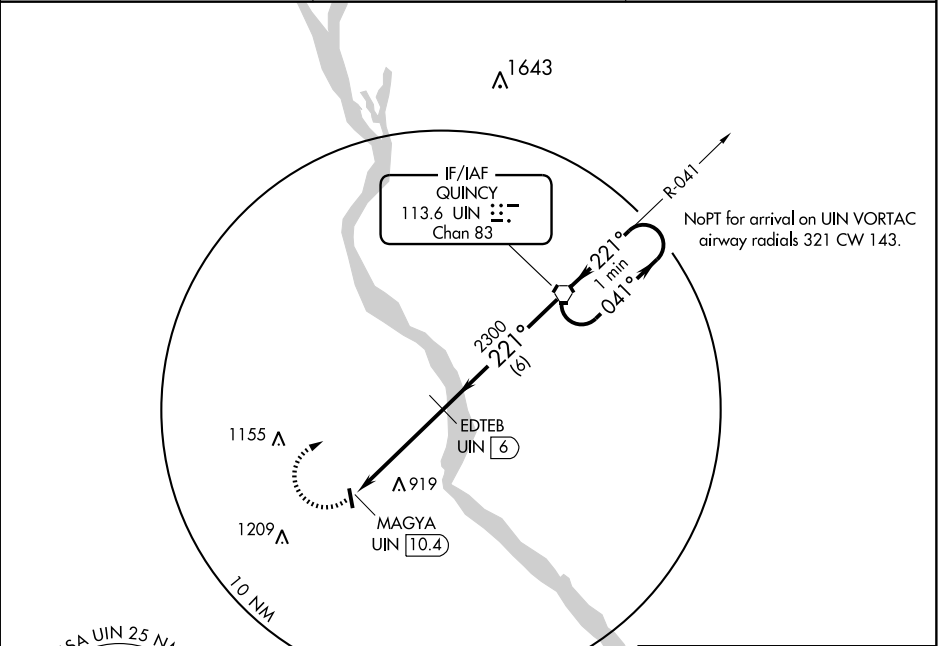


VOR/DME-A
HANNIBAL RGNL (H.A.E)

VORTAC UIN 113.6 Chan 83	APP CRS 221°	Rwy Idg TDZE Apt Elev N/A 769
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▼ ▲ NA When local altimeter setting not received, use Quincy altimeter setting, increase all MDA 60 feet.	MISSED APPROACH: Climbing right turn to 2300 direct UIN VORTAC and hold.
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AWOS-3 120.775	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF) 0
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				ELEV 769	
CATEGORY	A	B	C	D	
CIRCLING	1300-1 531 (600-1)		1300-1½ 531 (600-1½)	NA	MIRL Rwy 17-35 0 REIL Rws 17 and 35 0

APP CRS 173°
Rwy Idg 4000
TDZE 915
Apt Elev 915

RNAV (GPS) RWY 17

HARRISONVILLE/LAWRENCE SMITH MEMORIAL (LRY)

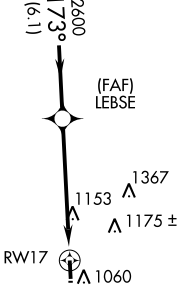
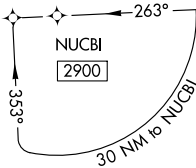
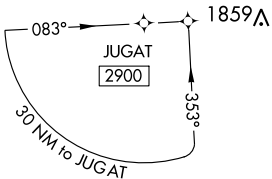
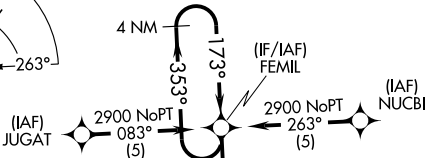
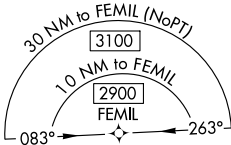
When local altimeter setting not received, use Charles B. Wheeler Downtown
altimeter setting and increase all MDAs 100 feet, and visibility Cat. C ¼ mile.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.
When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to
2600 direct HOWIF and hold.

AWOS-3
119.975

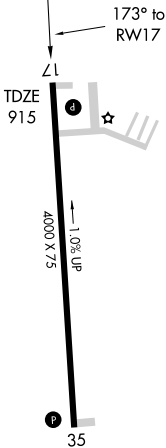
KANSAS CITY CENTER
125.55 327.0

UNICOM
123.0 (CTAF) 0

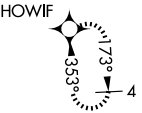


ELEV 915

D



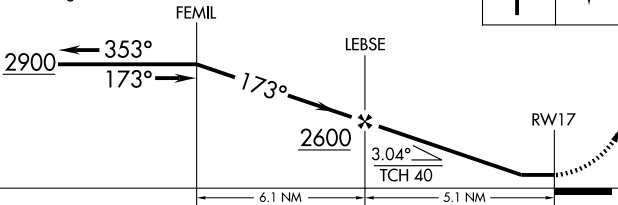
MISSED APCH FIX



VGSI and descent angles not coincident.
4 NM Holding Pattern

2600

HOWIF



CATEGORY	A	B	C	D
LNAV MDA	1420-1	505 (600-1)	1420-1½ 505 (600-1½)	NA
CIRCLING	1420-1 505 (600-1)	1460-1 545 (600-1)	1460-1½ 545 (600-1½)	NA

WAAS CH 69406 W35A	APP CRS 353°	Rwy Idg 4000 TDZE 900 Apt Elev 915
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RNAV (GPS) RWY 35

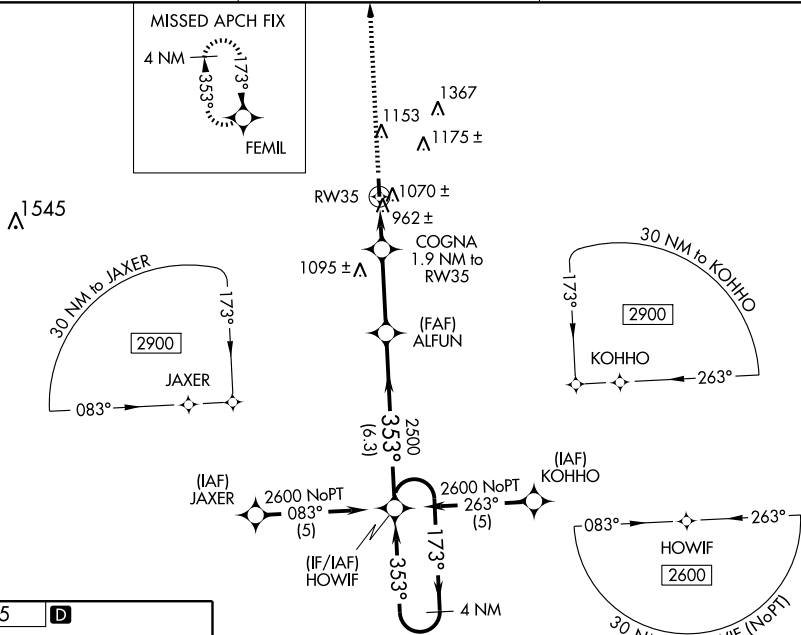
HARRISONVILLE/LAWRENCE SMITH MEMORIAL (LRY)

- ▼** BARO-VNAV NA when using Charles B. Wheeler Downtown altimeter setting.
▲ For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.
 When local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 98 feet and all MDAs 100 feet, and visibility LPV all Cats ½ mile, LNAV/VNAV all Cats ¼ mile, LNAV Cat C ¼ mile, and Circling Cat C ¼ mile.

MISSED APPROACH: Climb to 3000 direct FEMIL and hold.

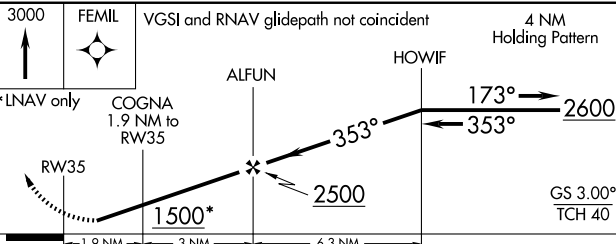
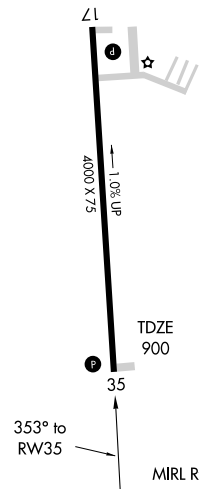
AWOS-3
119,975

KANSAS CITY CENTER
125.55 327.0

UNICOM
123.0 (CTAF) **L**

NC-3, 17 DEC 2009 to 14 JAN 2010

ELEV	915	D
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CATEGORY	A	B	C	D
LPV DA	1176-1 276 (300-1)			NA
LNAV/ VNAV DA	1330-1 ³ / ₄ 430 (500-1 ³ / ₄)			NA
LNAV MDA	1320-1 420 (500-1)		1320-1 ¹ / ₄ 420 (500-1 ¹ / ₄)	NA
CIRCLING	1400-1 485 (500-1)	1460-1 545 (600-1)	1460-1 ¹ / ₂ 545 (600-1 ¹ / ₂)	NA

WAAS CH 86601 W16A	APP CRS 163°	Rwy Idg TDZE Apt Elev	4400 840 840
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RNAV (GPS) RWY 16

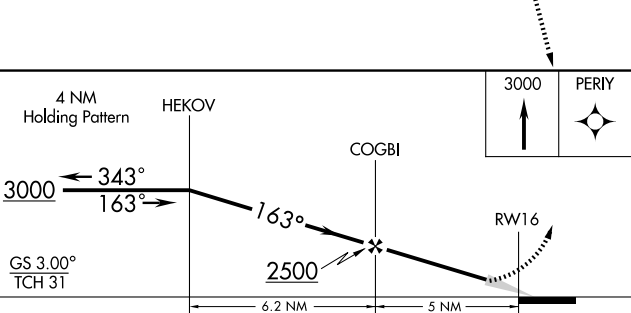
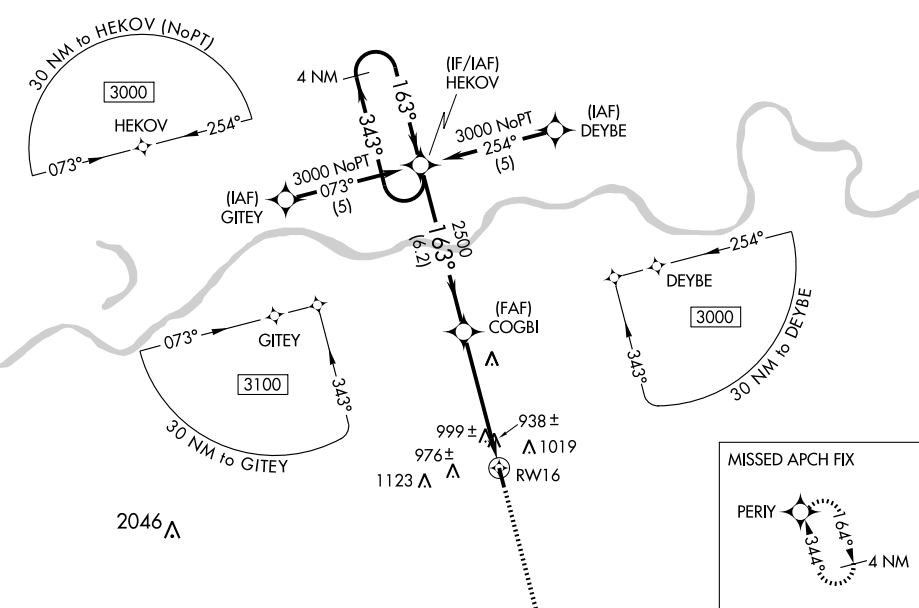
HIGGINSVILLE INDUSTRIAL MUNI (HIG)

NA DME/DME RNP- 0.3 NA. Baro-VNAV NA.
Use Whiteman Air Force Base altimeter setting; if not received, use Lee's Summit Muni altimeter setting and increase LPV DA to 1293, LNAV/VNAV to 1410 and all MDAs 60 feet, increase LPV all Cats. and Circling Cat. C visibility ¼ mile.

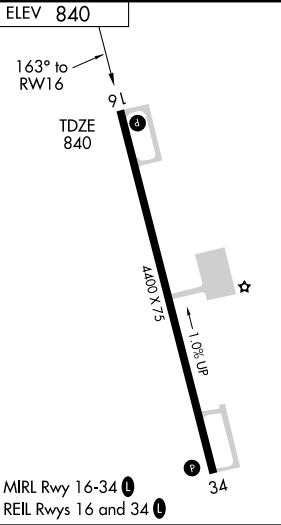
MISSED APPROACH: Climb to 3000 direct PERIY and hold.

KANSAS CITY CENTER
135.575 323.15

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1247-1½ 407 (500-1½)			
LNAV/VNAV DA	1364-2 524 (600-2)			
LNAV MDA	1360-1 520 (600-1)	1360-1½ 520 (600-1½)	1360-1¾ 520 (600-1¾)	
CIRCLING	1440-1 600 (600-1)	1440-1½ 600 (600-1½)	1440-2 600 (600-2)	



MIRL Rwy 16-34
REIL Rws 16 and 34

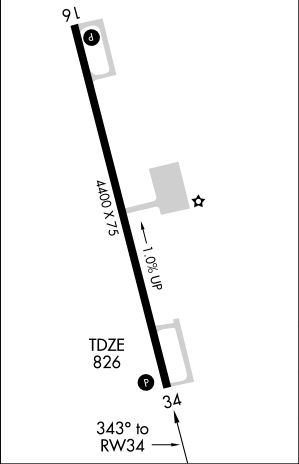
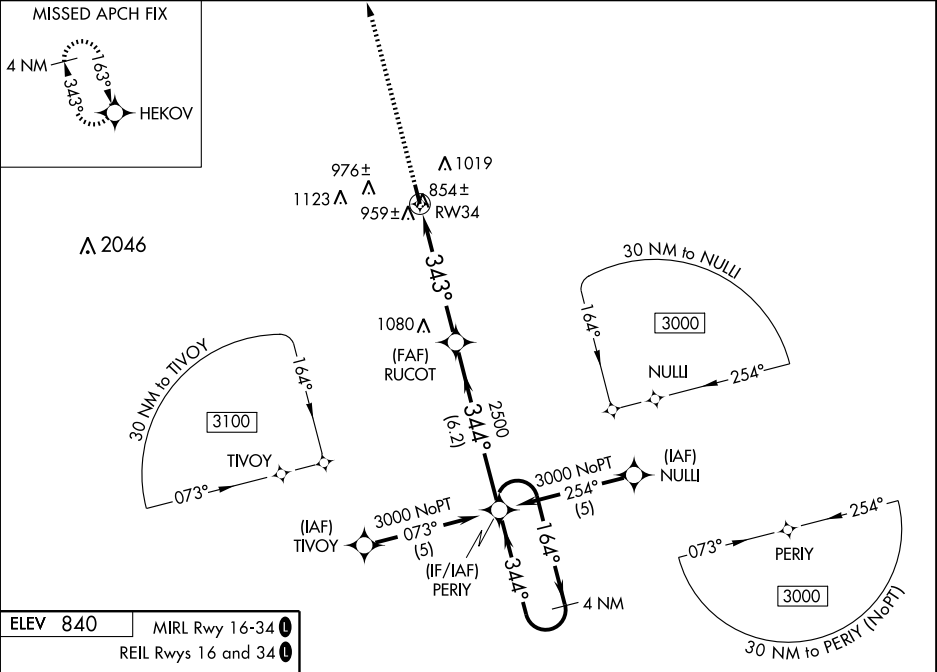
WAAS CH 45901 W34A	APP CRS 343°	Rwy Idg TDZE Apt Elev	4400 826 840
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RNAV (GPS) RWY 34
HIGGINSVILLE INDUSTRIAL MUNI (HIG)

NA DME/DME RNP-0.3 NA. Baro-VNAV NA.
Use Whiteman Air Force Base altimeter setting; if not received, use Lee's Summit Muni altimeter setting and increase LPV to 1190, LNAV/VNAV to 1329 and all MDAs 60 feet, increase LPV all Cats., LNAV/VNAV all Cats., LNAV Cat. C and D and Circling Cat. C visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct HEKOV and hold.

KANSAS CITY CENTER 135.575 323.15	UNICOM 122.8 (CTAF)
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3000		HEKOV				PERIY		4 NM Holding Pattern	
									
		RW34		RUCOT					
		343°		344°		344°		164°→ 3000	
		5.2 NM		6.2 NM				GS 3.00° TCH 39	
CATEGORY		A		B		C		D	
LPV DA				1144-1¼ 318 (400-1¼)					
LNAV/ VNAV DA				1283-1¾ 457 (500-1¾)					
LNAV MDA		1300-1 474 (500-1)				1300-1¼ 474 (500-1¼)		1300-1½ 474 (500-1½)	
CIRCLING		1440-1 600 (600-1)				1440-1½ 600 (600-1½)		1440-2 600 (600-2)	

AIRPORT DIAGRAM

AL-796 (FAA)

JEFFERSON CITY MEMORIAL (JEF)
JEFFERSON CITY, MISSOURI

ASOS
133.625
JEFFERSON CITY TOWER★
125.6
GND CON
121.7

38°36'N

RWY 9-27
S30, D38
RWY 12-30
S45, D58

ELEV
547

121.2°

TWR
★

HOT¹

ARMY
NATIONAL
GUARD

616

GENERAL
AVIATION
PARKING

3401 X 75

ELEV
546

HANGAR

269.9°

27

HOT²

FIELD
ELEV
549

VAR 1.3° E

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

301.2°

ELEV
547

30

38°35'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

92°10'W

92°09'W

NC-3, 17 DEC 2009 to 14 JAN 2010

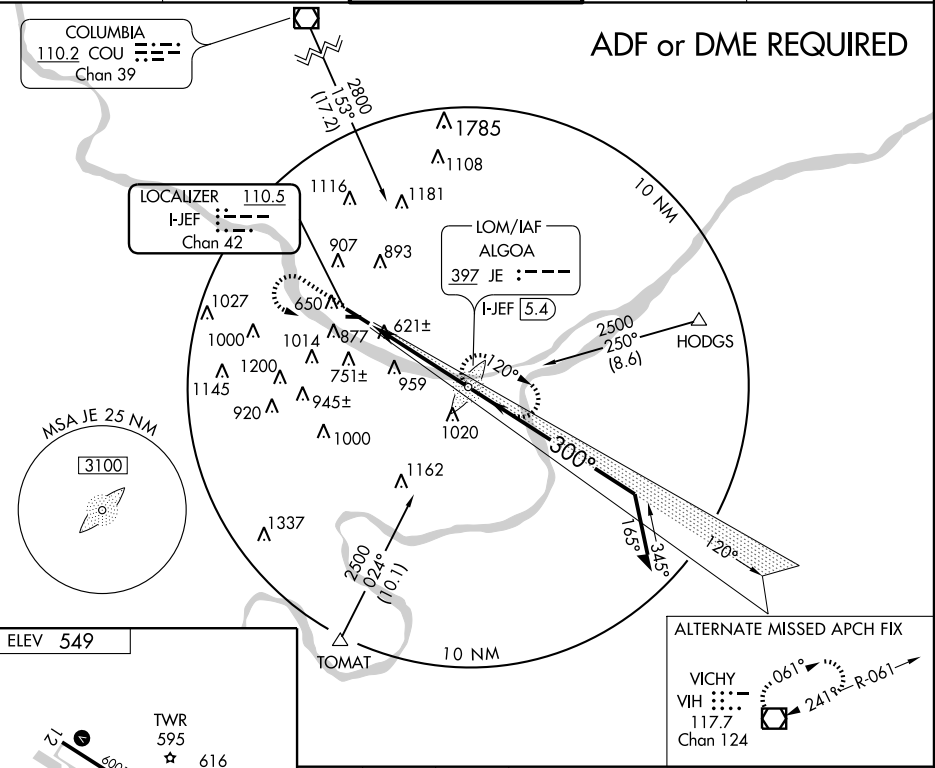
LOC/DME I-JEF	APP CRS	Rwy Idg	6001
110.5	300°	TDZE	549
Chan 42		Apt Elev	549

ILS or LOC RWY 30
JEFFERSON CITY MEMORIAL (JEF)

If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DAs/MDAs 80 feet.
VDP NA when using Columbia Rgnl altimeter setting.
For inoperative MALS, increase S-LOC 30 Cat D visibility to 1 mile.
ADF required.

MALS
MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct ALGOA LOM and hold, continue climb-in-hold to 2500.

ASOS	MIZZU APP CON	JEFFERSON CITY TOWER ★	GND CON	UNICOM
133.625	124.375 353.7	125.6 (CTAF) 1	121.7	122.95



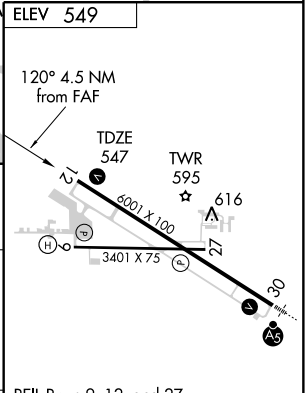
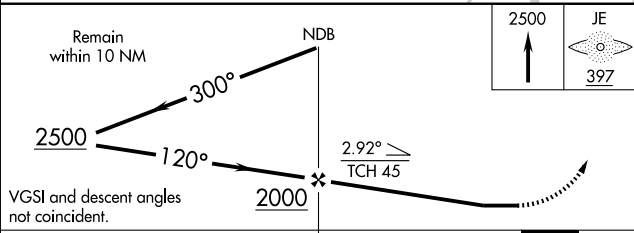
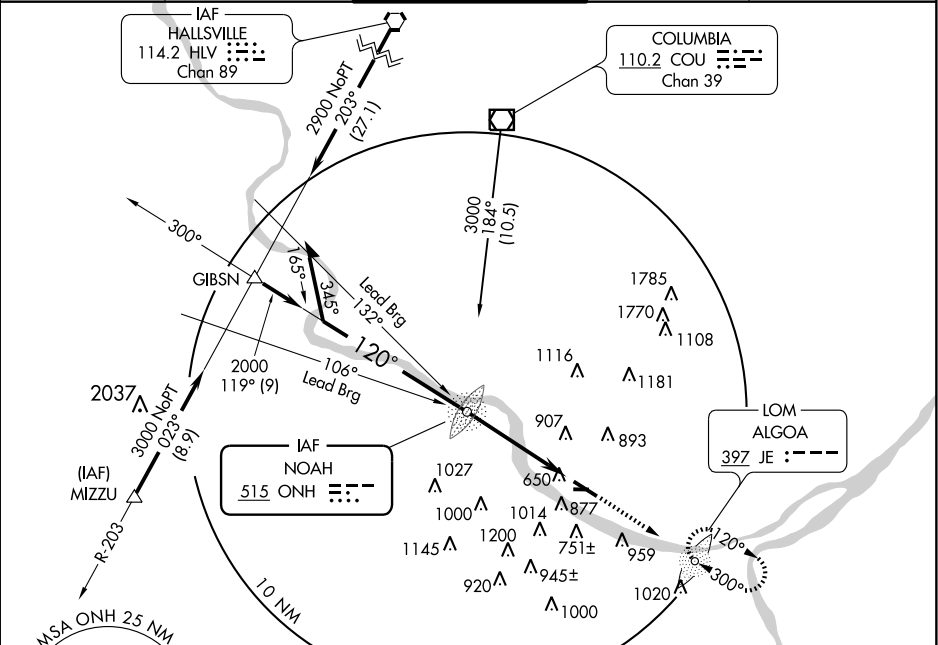
NDB RWY 12

JEFFERSON CITY MEMORIAL (JEF*)

NDB ONH	APP CRS	Rwy Idg	6001
515	120°	TDZE	547
		Apt Elev	549

MISSED APPROACH: Climb to 2500 direct JE LOM and hold.

ASOS 133.625	MIZZU APP CON 124.375 353.7	JEFFERSON CITY TOWER ★ 125.6 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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			4.5 NM				REIL Rwy 9, 12, and 27 MIRL Rwy 9-27 HIRL Rwy 12-30 0			
CATEGORY	A	B	C	D						
S-12	1240-1	693 (700-1)	1240-2 693 (700-2)	1240-2 ¼ 693 (700-2 ¼)						
CIRCLING	1240-1	691 (700-1)	1240-2 691 (700-2)	1320-2 ½ 771 (800-2 ½)	FAF to MAP 4.5 NM					
					Knots	60	90	120	150	180
					Min:Sec	4:30	3:00	2:15	1:48	1:30

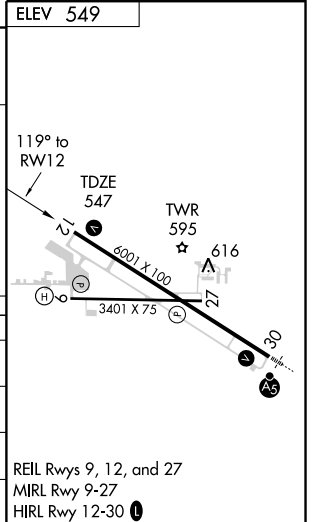
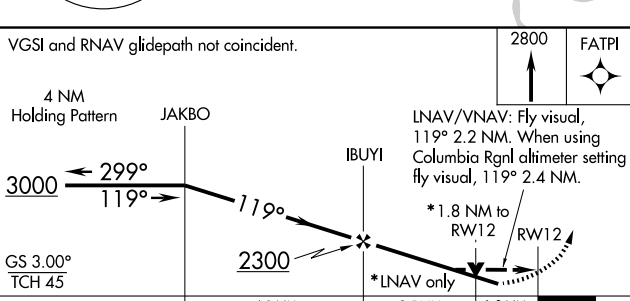
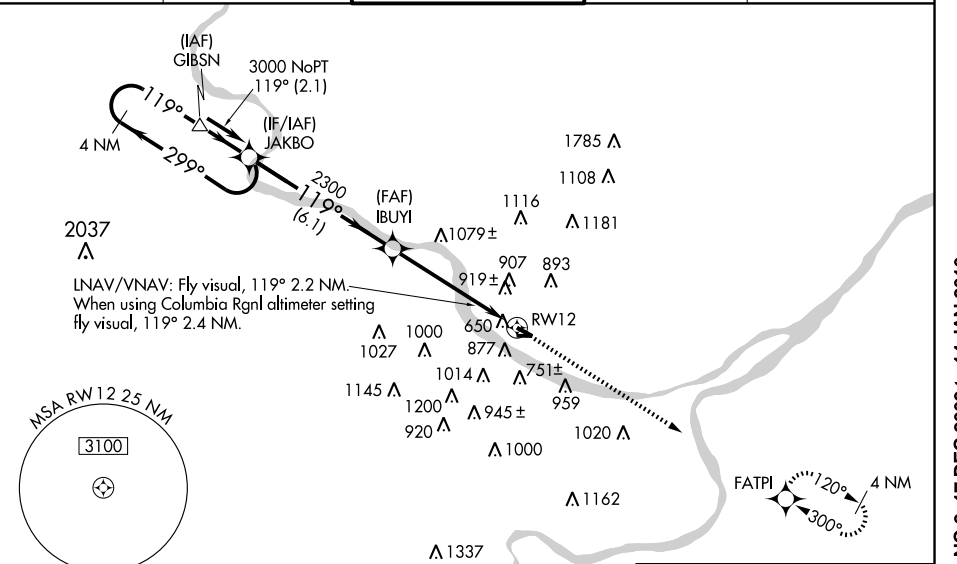
WAAS	APP CRS	Rwy Idg	6001
CH 49005	119°	TDZE	547
W12A		Apt Elev	549

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DA/MDA 80 feet; and increase LPV all Cats visibility ¼ mile, LNAV/VNAV Cats C and D visibility ½ mile, LNAV Cats B, C and D visibility ¼ mile and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Columbia Rgnl altimeter setting.

MISSED APPROACH: Climb to 2800 direct FATPI and hold.

ASOS 133.625	MIZZU APP CON 124.375 353.7	JEFFERSON CITY TOWER * 125.6 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	951-1½ 404 (500-1½)			
LNAV/VNAV DA	1284-2 737 (800-2)			1284-2¼ 737 (800-2¼)
LNAV MDA	1260-1 713 (800-1)	1260-2 713 (800-2)		1260-2¼ 713 (800-2¼)
CIRCLING	1300-1 751 (800-1)	1300-1¼ 751 (800-1¼)	1300-2¼ 751 (800-2¼)	1320-2½ 771 (800-2½)

REIL Rwy 9, 12, and 27
MIRL Rwy 9-27
HIRL Rwy 12-30 0

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

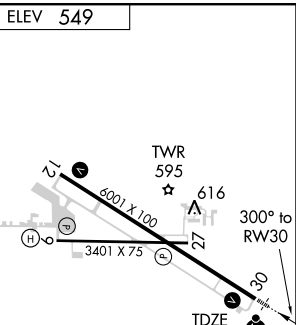
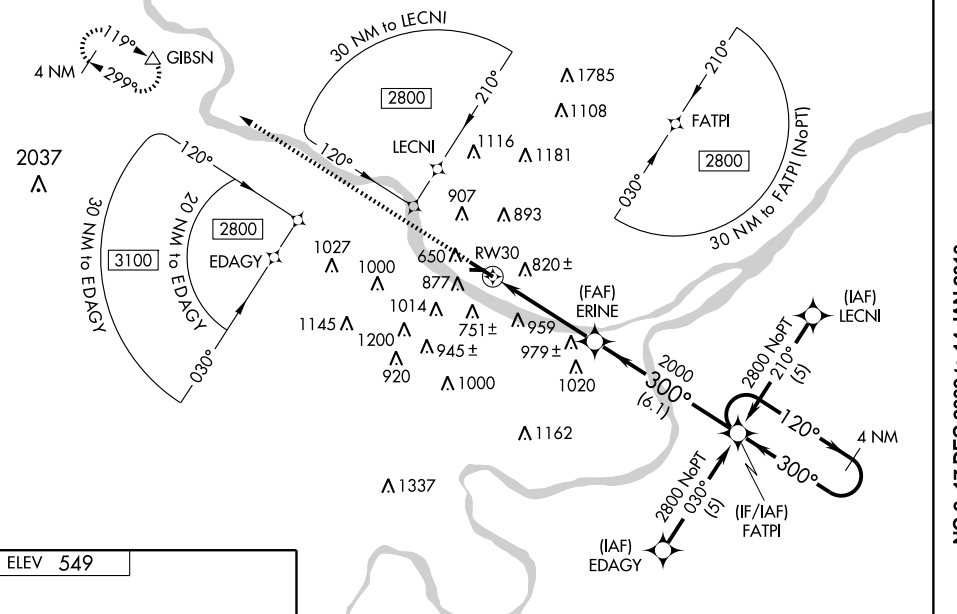
⚠ When local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DA/MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats B, C, and D, and circling Cats C and D visibility ¼ mile. For inoperative MALS, when using Columbia Rgnl altimeter setting increase LPV all Cats visibility to 1¼.

Baro-VNAV and VDP NA when using Columbia Rgnl altimeter setting.

MALS
A5

MISSED APPROACH: Climb to 3000 direct GIBSN and hold.

ASOS 133.625	MIZZU APP CON 124.375 353.7	JEFFERSON CITY TOWER ★ 125.6 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	799-1½ 250 (300-1½)			
LNAV/VNAV DA	1322-2¼ 773 (800-2¼)			
LNAV MDA	1240-1½ 691 (700-1½)	1240-1½ 691 (700-1½)	1240-1¼ 691 (700-1¼)	1240-1¼ 691 (700-1¼)
CIRCLING	1300-1 751 (800-1)	1300-1¼ 751 (800-1¼)	1300-2½ 751 (800-2½)	1320-2½ 771 (800-2½)

REIL Rwy 9, 12, and 27
MIRL Rwy 9-27
HIRL Rwy 12-30 0

AIRPORT DIAGRAM

AL-540 (FAA)

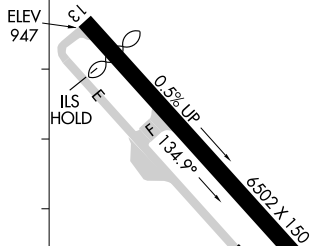
JOPLIN RGNL (JLN)
JOPLIN, MISSOURI

ATIS
120.85
JOPLIN TOWER ★
119.8 282.2
GND CON
121.6

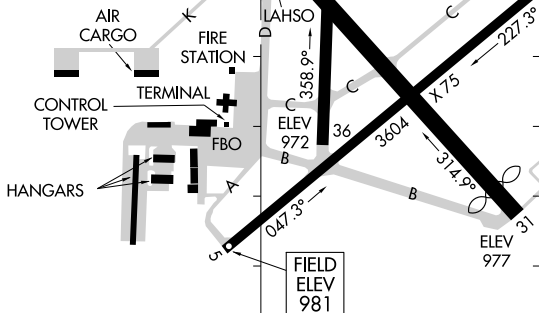
D



JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W



RWY 5-23
S20
RWY 13-31
S80, D105, ST133, DT170
RWY 18-36
S30, D60



1047±Δ

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

94°30.5'W

94°30'W

94°29.5'W

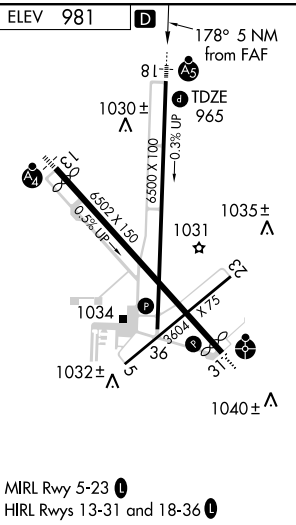
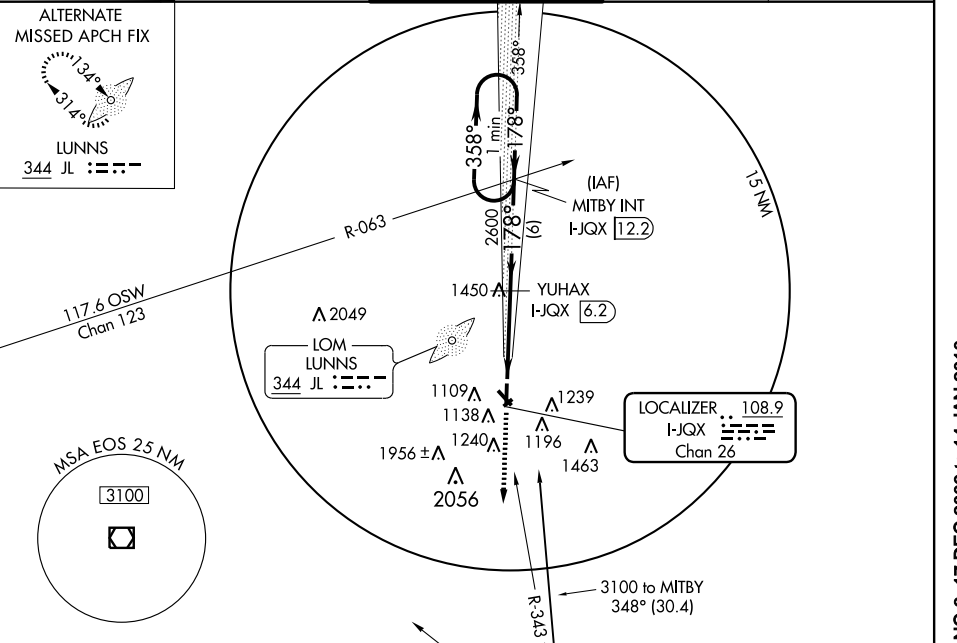
▼

▲

MALSR



MISSED APPROACH: Climb to 3100 via heading 178° and EOS R-343 to EOS VOR/DME and hold.

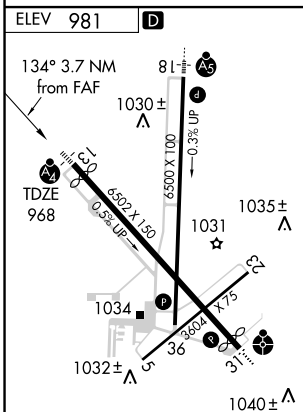
ATIS 120.85	KANSAS CITY CENTER 128.6 282.325	JOPLIN TOWER★ 119.8 (CTAF) 282.2	GND CON 121.6	UNICOM 122.95
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3100 ↑ 178°	EOS R-343 117.3	EOS 117.3	YUHAX I-JQX [6.2]	MITBY INT I-JQX [12.2]	One Minute Holding Pattern
I-JQX [1.3]	I-JQX [2.4]	2600	2600	3100	GS 3.00° TCH 46
1.1 NM	3.9 NM	6 NM			
CATEGORY	A	B	C	D	
S-ILS 18	1165/24			200 (200-½)	
S-LOC 18	1340/24			375 (400-½)	1340/40 375 (400-¾)
CIRCLING	1460-1 479 (500-1)	1500-1 519 (600-1)	1500-1½ 519 (600-1½)	1540-2 559 (600-2)	

NC-3. 17 DEC 2009 to 14 JAN 2010

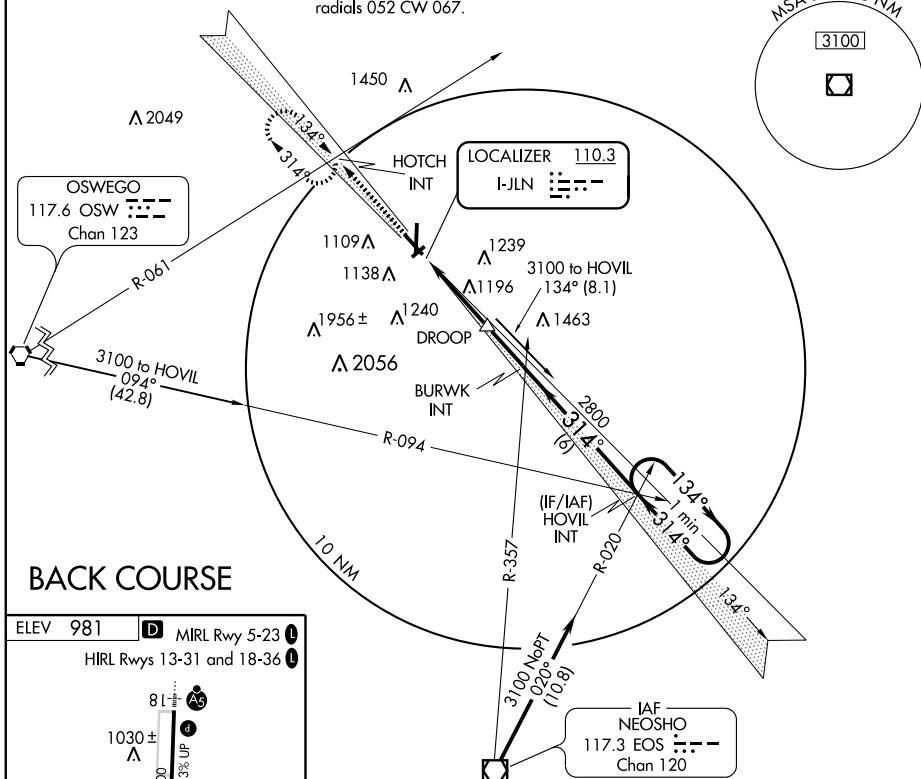
 MALSF (NSTD) 1368°.		 MALSF	MISSED APPROACH: Climb to 3100 via I-JLN LOC SE course to HOVIL INT and hold.	
ATIS 120.85	KANSAS CITY CENTER 128.6 282.325	JOPLIN TOWER★ 119.8 (CTAF) 0 282.2	GND CON 121.6	UNICOM 122.95



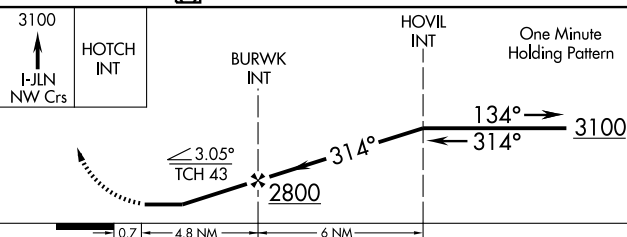
MIRL Rwy 5-23 L						S-ILS 13		1168- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)				
HIRL Rwys 13-31 and 18-36 L						S-LOC 13		1300- $\frac{3}{4}$ 332 (400- $\frac{3}{4}$)			1300-1 332 (400-1)	
FAF to MAP 3.7 NM						CIRCLING		1460-1		1500-1	1500-1 $\frac{1}{2}$	1540-2
Knots	60	90	120	150	180			479 (500-1)		519 (600-1)	519 (600-1 $\frac{1}{2}$)	559 (600-2)
Min:Sec	3:42	2:28	1:51	1:29	1:14							

▼ ODALS (NSTD) 1438'. Inoperative table does not apply.		ODALS 	MISSED APPROACH: Climb to 3100 via I-JLN NW course to HOTCH INT and hold.	
ATIS 120.85	KANSAS CITY CENTER 128.6 282.325	JOPLIN TOWER ★ 119.8 (CTAF) 0 282.2		GND CON 121.6
		UNICOM 122.95		

MSA EOS 25 NM



BACK COURSE

[illegible]

CATEGORY	A	B	C	D
S-31	1500-1	522 (600-1)	1500-1½ 522 (600-1½)	1500-1¾ 522 (600-1¾)
CIRCLING	1500-1	519 (600-1)	1500-1½ 519 (600-1½)	1540-2 559 (600-2)

RNAV (GPS) RWY 13

JOPLIN RGNL (JLN)

WAAS CH 90109 W13A	APP CRS 134°	Rwy Idg 5802 TDZE 968 Apt Elev 981
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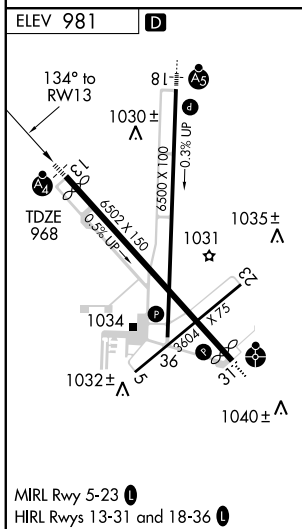
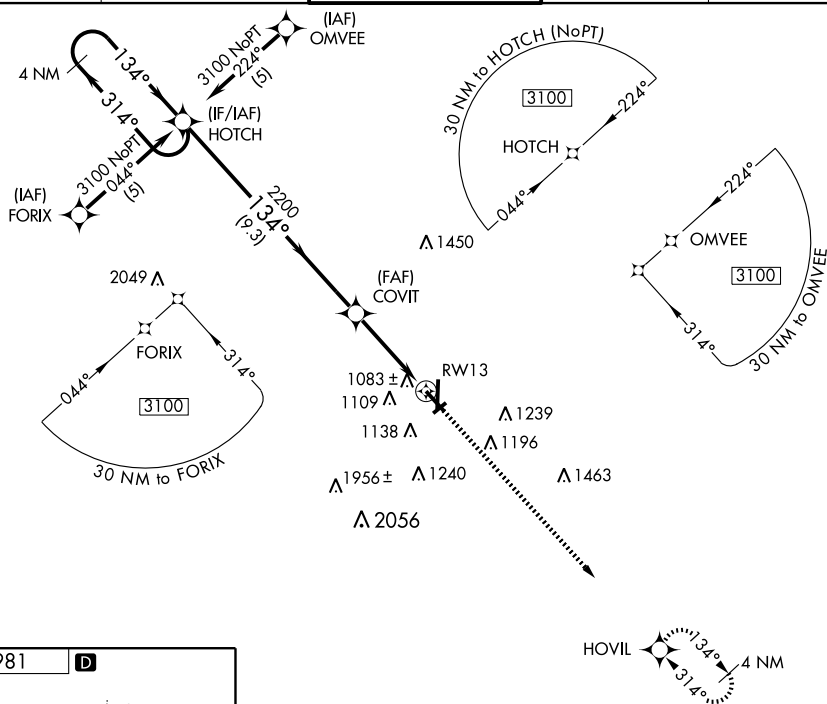
MALSF (NSTD) 1368'.
DME/DME RNP-0.3 not authorized.
Baro-VNAV not authorized below -16°C (4°F)
For inoperative MALSF, increase LPV CATS A/B/C visibility to 1.

MALSF



MISSED APPROACH: Climb to 3100 direct
HOVIL and hold.

ATIS 120.85	KANSAS CITY CENTER 128.6 282.325	JOPLIN TOWER★ 119.8 (CTAF) 0 282.2	GND CON 121.6	UNICOM 122.95
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4 NM Holding Pattern		HOTCH		3100 ↑		HOVIL ✱	
3100		314° 134°		134°		*1.1 NM to RW13 *LNAV only	
GS 3.00° TCH 40		2200		RW13			
		9.3 NM		2.7 NM		1.1 NM	
CATEGORY	A	B	C	D			
LPV DA	1220-¾ 252 (300-¾)		1220-1 252 (300-1)				
LNAV/ VNAV DA	1380-1¼ 412 (400-1 ¼)		1380-1½ 412 (400-1½)				
LNAV MDA	1340-¾ 372 (400-¾)		1340-1 372 (400-1)				
CIRCLING	1460-1½ 479 (500-1½)		1500-1½ 519 (600-1½)		1540-2 559 (600-2)		

WAAS CH 97309 W18A	APP CRS 178°	Rwy Idg 6500 TDZE 965 Apt Elev 981
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RNAV (GPS) RWY 18

JOPLIN RGNL (JLN)

T DME/DME RNP-0.3 not authorized.
Baro-VNAV not authorized below -16°C (4°F).
For inoperative MALSR, increase LPV all CATS visibility to RVR 5000.

MALSR

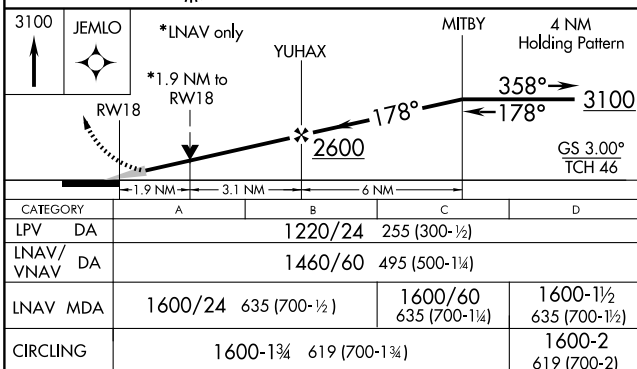
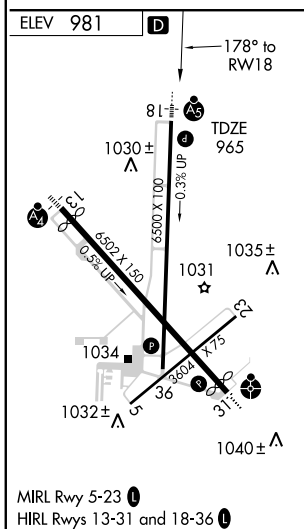
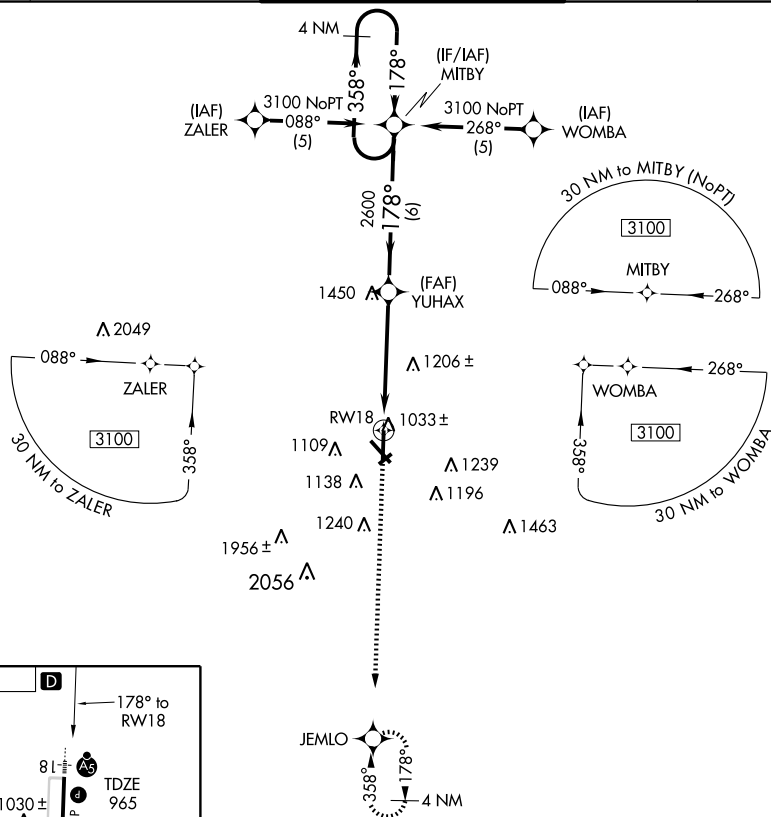
MISSED APPROACH: Climb to 3100 direct JEMLO and hold.

ATIS
120.85

KANSAS CITY CENTER
128.6 282.325

JOPLIN TOWER ★
119.8 (CTAF) **L** 282.2

GND CON
121.6

UNICOM
122.95

APP CRS 314°	Rwy Idg 5802 TDZE 978 Apt Elev 981
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RNAV (GPS) RWY 31
JOPLIN RGNL (JLN)

T	<p>Circling to Rwy 5 not authorized at night. DME/DME RNP-0.3 not authorized. ODALS (NSTD) 1438'. Inoperative table does not apply.</p>
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MISSED APPROACH: Climb to 3100 direct HOTCH and hold.

ATIS 120.85	KANSAS CITY CENTER 128.6 282.325	JOPLIN TOWER★ 119.8 (CTAF) 0 282.2	GND CON 121.6	UNICOM 122.95
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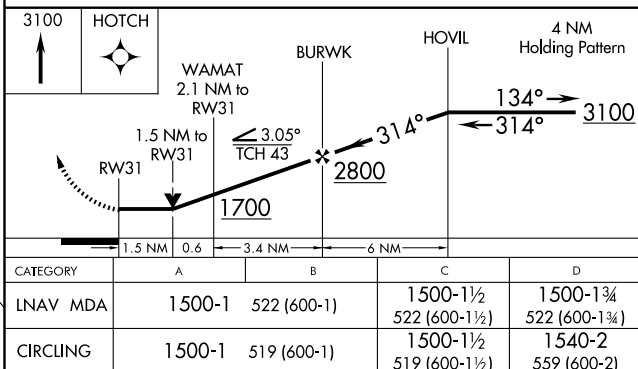
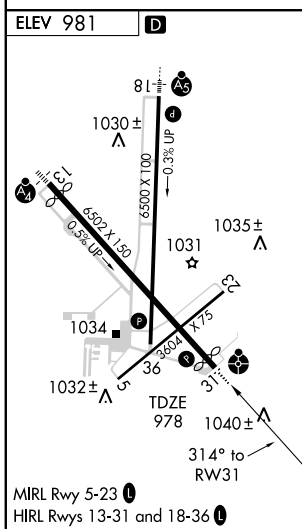
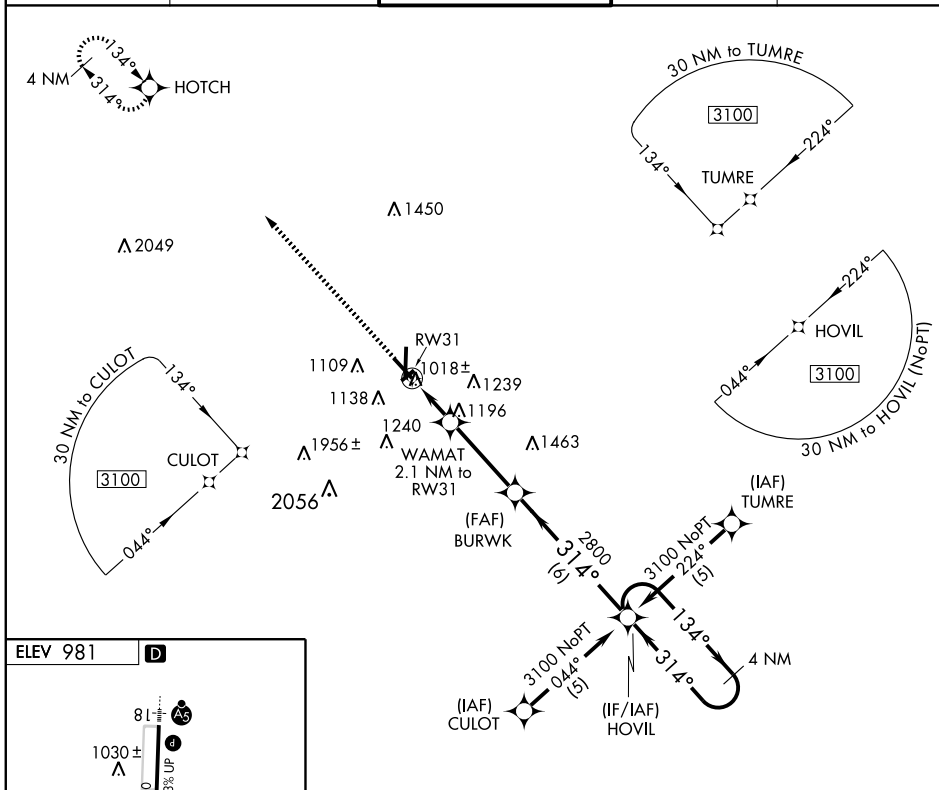


Diagram illustrating the annual rate of change in declination. A vertical line with an arrow pointing up is labeled "VAR 1.6° E" and "ANNUAL RATE OF CHANGE 0.1°W".

FIELD
ELEV
869

TERMINAL

HANGAR

- 38°06.0'N

☆ 913

RWY 3-21
S55, D70, ST89, DT215

- 38°05.5'N

ELEV
863

092°33.5'W

092°33.0'W

092°32.5'W

NC-3. 17 DEC 2009 to 14 JAN 2010

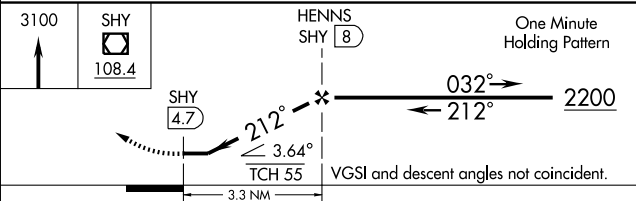
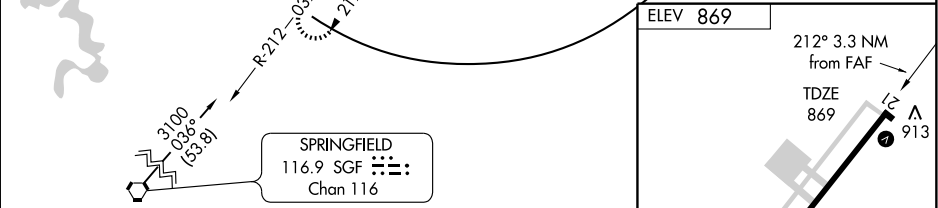
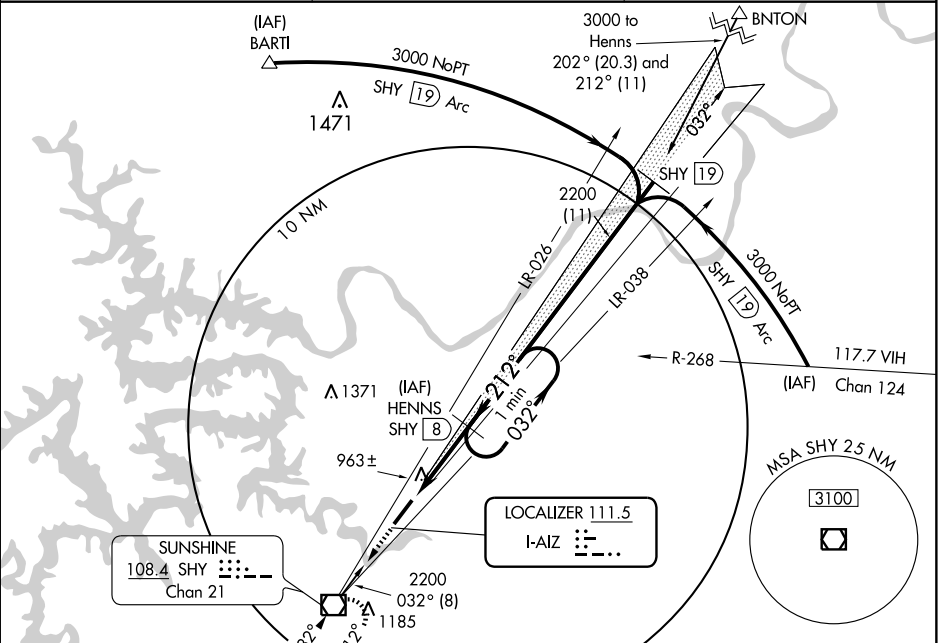
LOC I-AIZ 111.5	APP CRS 212°	Rwy Idg TDZE Apt Elev	6497 869 869
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LOC/DME RWY 21

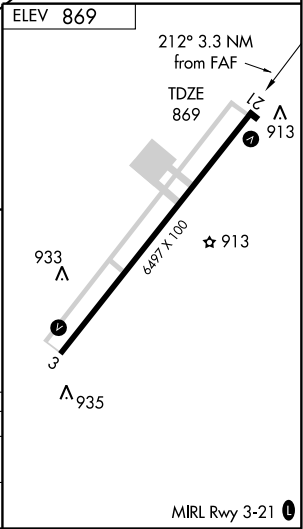
KAISER/ LEE C. FINE MEMORIAL (AIZ)

	MISSED APPROACH: Climb to 3100 direct SHY VOR/DME and hold.
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AWOS-3 135.325	MIZZU APP CON 124.1 353.7	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-21	1220-1	351 (400-1)		NA
CIRCLING	1400-1	531 (600-1)	1440-1½ 571 (600-1½)	NA



WAAS CH 65901 W03A	APP CRS 032°	Rwy Idg 6497 TDZE 863 Apt Elev 869
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RNAV (GPS) RWY 3

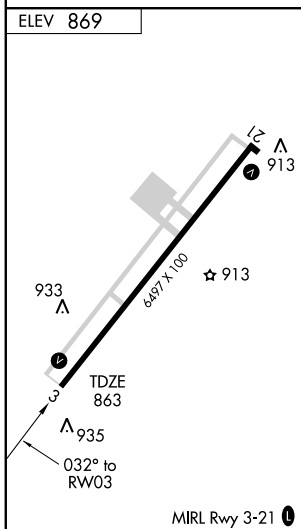
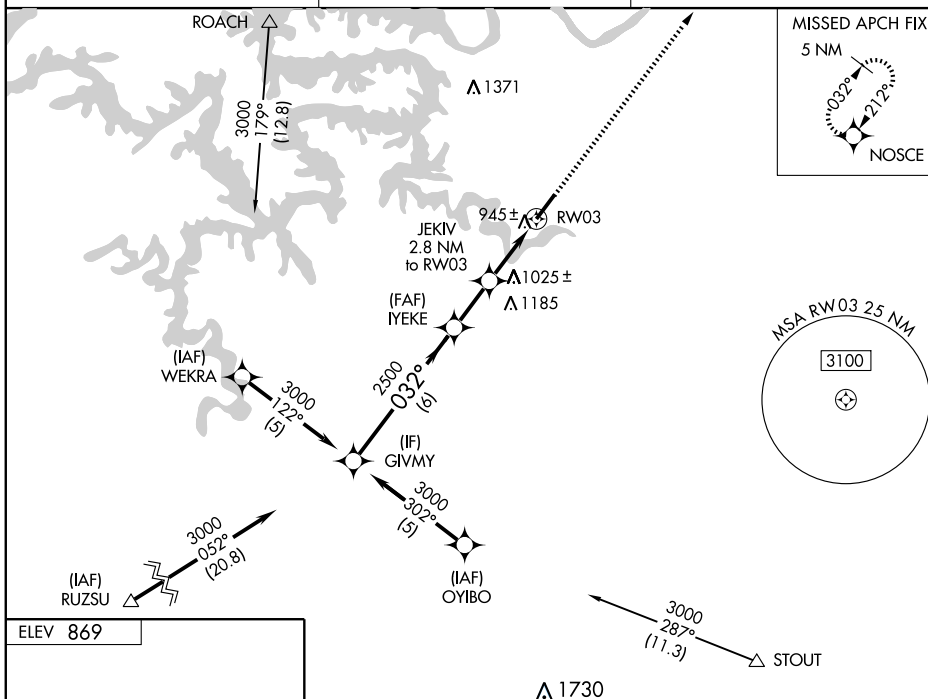
KAISER/LEE C FINE MEMORIAL (AIZ)

T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 95°C (203°F).
A If local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all MDAs 140 feet. Baro-VNAV NA when using Rolla/Vichy altimeter setting.
When VGSI inoperative, straight-in/circling Rwy 3 NA at night.

MISSED APPROACH: Climb to 2500 direct NOSCE and hold.

AWOS-3
135,325

MIZZU APP CON
124.1 353.7

UNICOM
122.8 (CTAF) **L**[illegible]

APP CRS	Rwy Idg	6497
212°	TDZE	869
	Apt Elev	869

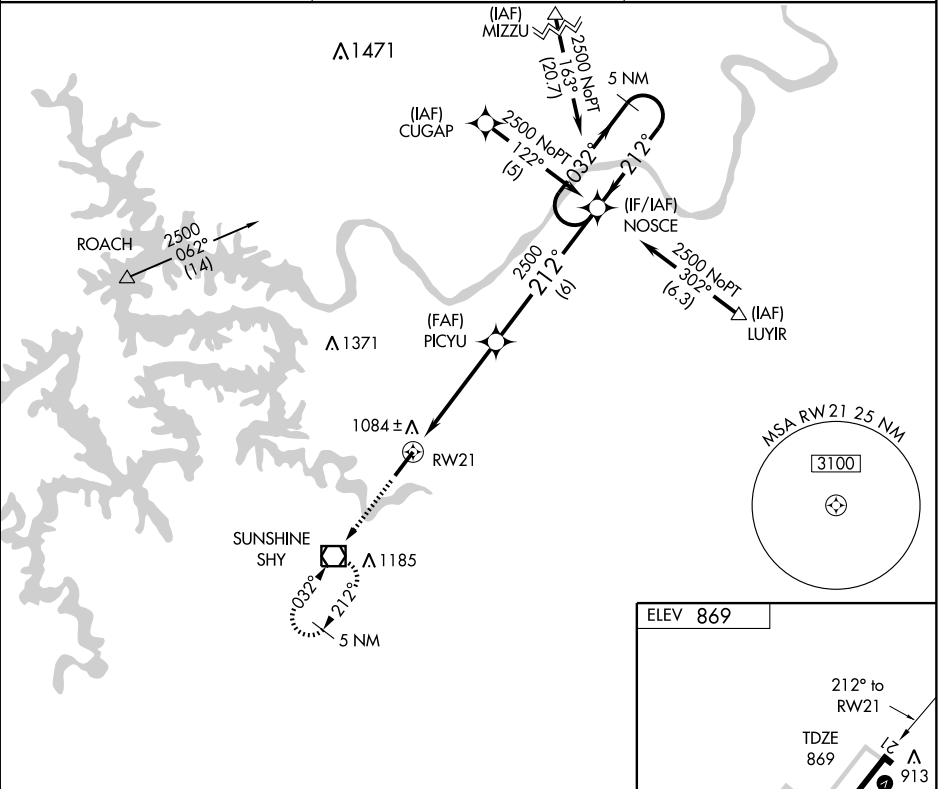
RNAV (GPS) RWY 21

KAISER/ LEE C. FINE MEMORIAL (AIZ)

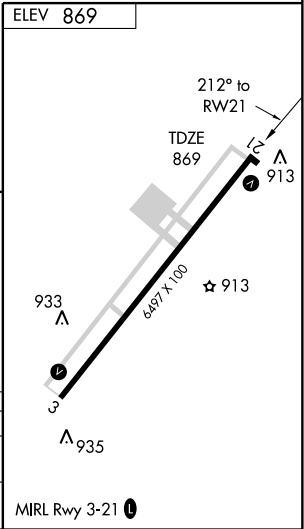
⚠ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
⚠ If local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all MDAs 140 feet.
VDP NA when using Rolla/Vichy altimeter setting.
When VGSi inoperative, circling Rwy 3 NA at night.

MISSED APPROACH: Climb to 3100 direct SHY
VOR/DME and hold, continue climb-in-hold to 3100.

AWOS-3 135.325	MIZZU APP CON 124.1 353.7	UNICOM 122.8 (CTAF) 0
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3100	SHY	PICYU	NOSCE	5 NM Holding Pattern
CATEGORY	A	B	C	D
LNAV MDA	1340-1	471 (500-1)	1340-1¼ 451 (500-1¼)	NA
CIRCLING	1400-1	531 (600-1)	1440-1½ 571 (600-1½)	NA



VOR/DME SHY	APP CRS	Rwy Idg	6497
108.4	032°	TDZE	863
Chan 21		Apt Elev	869

KAISER/ LEE C. FINE MEMORIAL (AIZ)

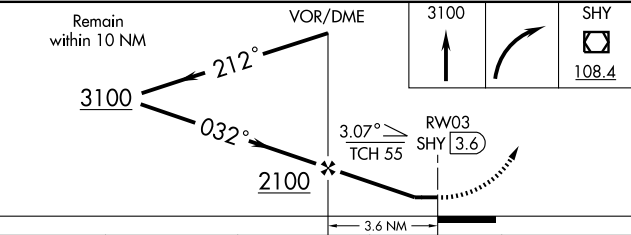
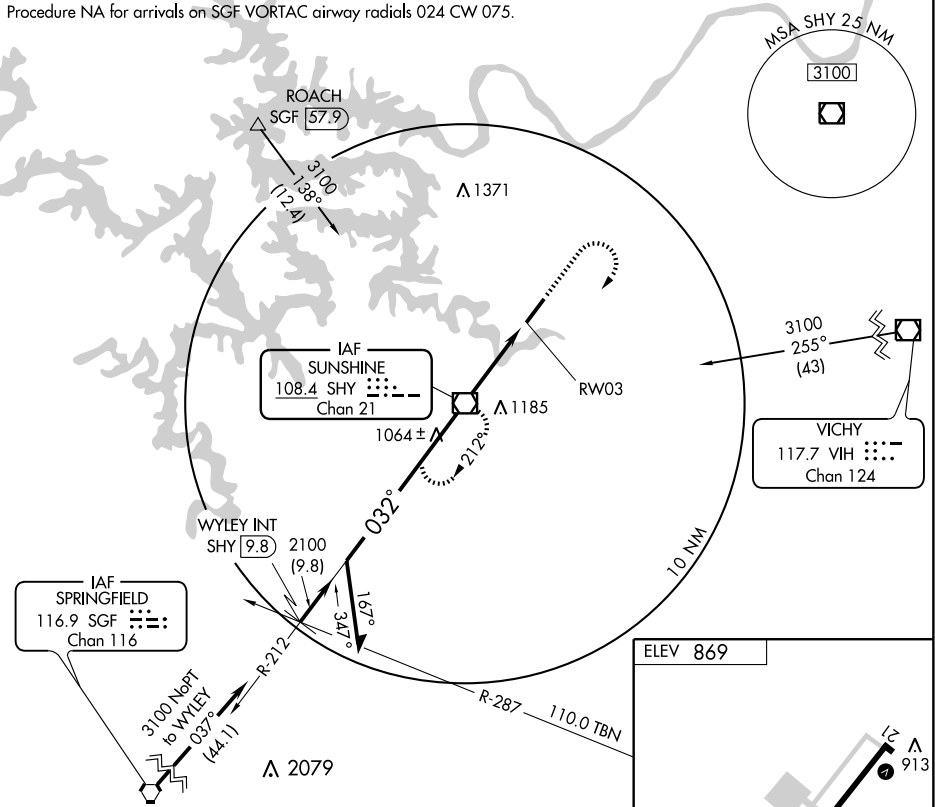
▼ If local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all MDAs 140 feet. When VGSI inoperative, straight-in/circling Rwy 3 NA at night. Visibility reduction by helicopters NA.

▲

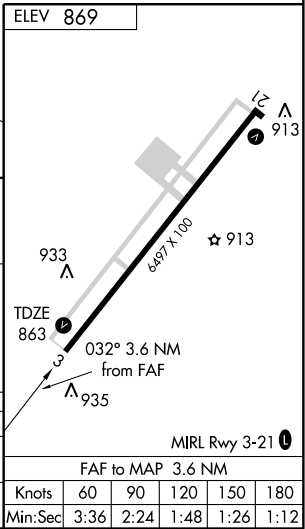
MISSED APPROACH: Climb to 3100 then right turn direct SHY VOR/DME and hold.

AWOS-3 135.325	MIZZU APP CON 124.1 353.7	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals on SGF VORTAC airway radials 024 CW 075.



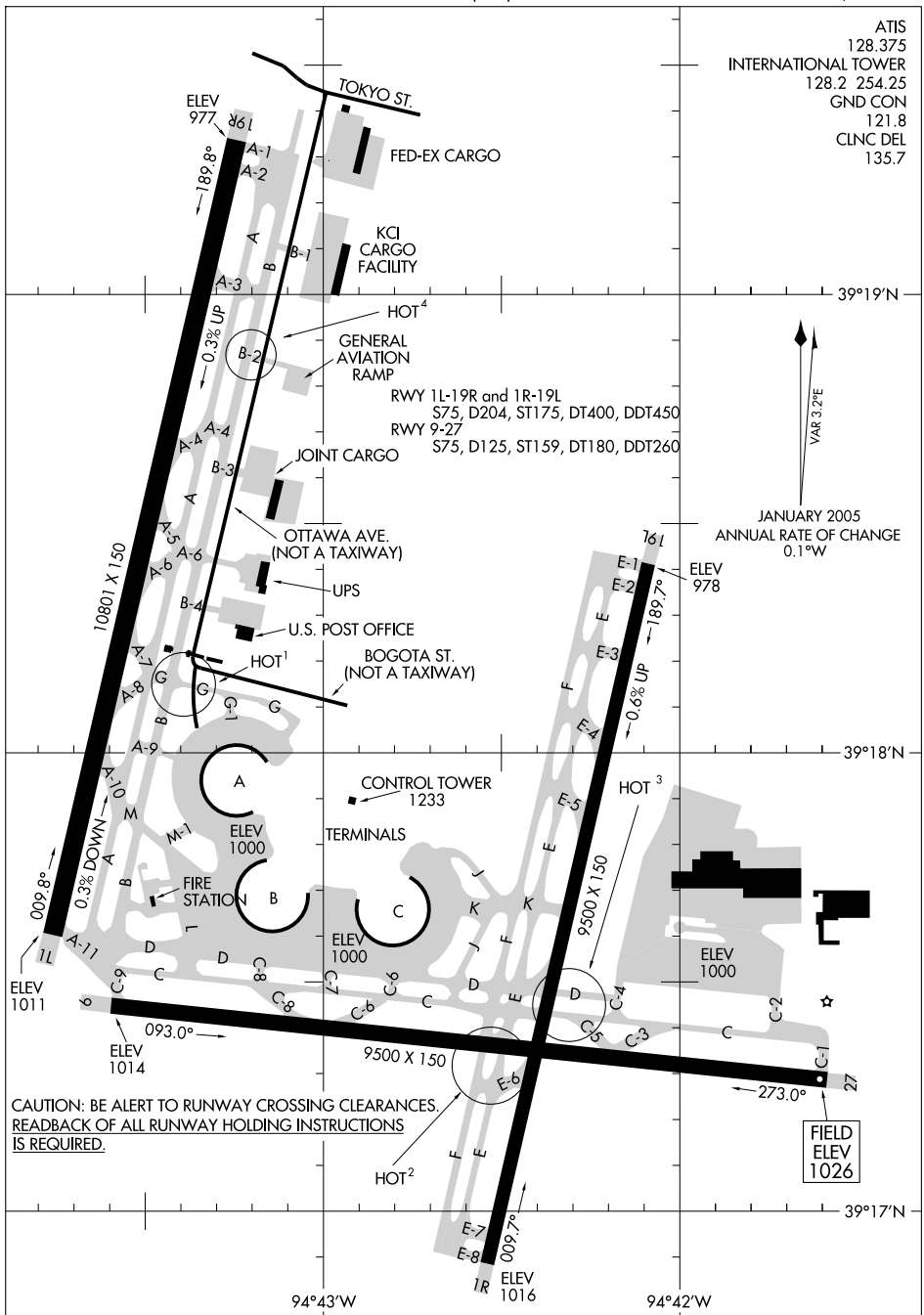
CATEGORY	A	B	C	D
S-3	1320-1 457 (500-1)	1320-1¼ 457 (500-1¼)	NA	
CIRCLING	1400-1 531 (600-1)	1440-1½ 571 (600-1½)	NA	



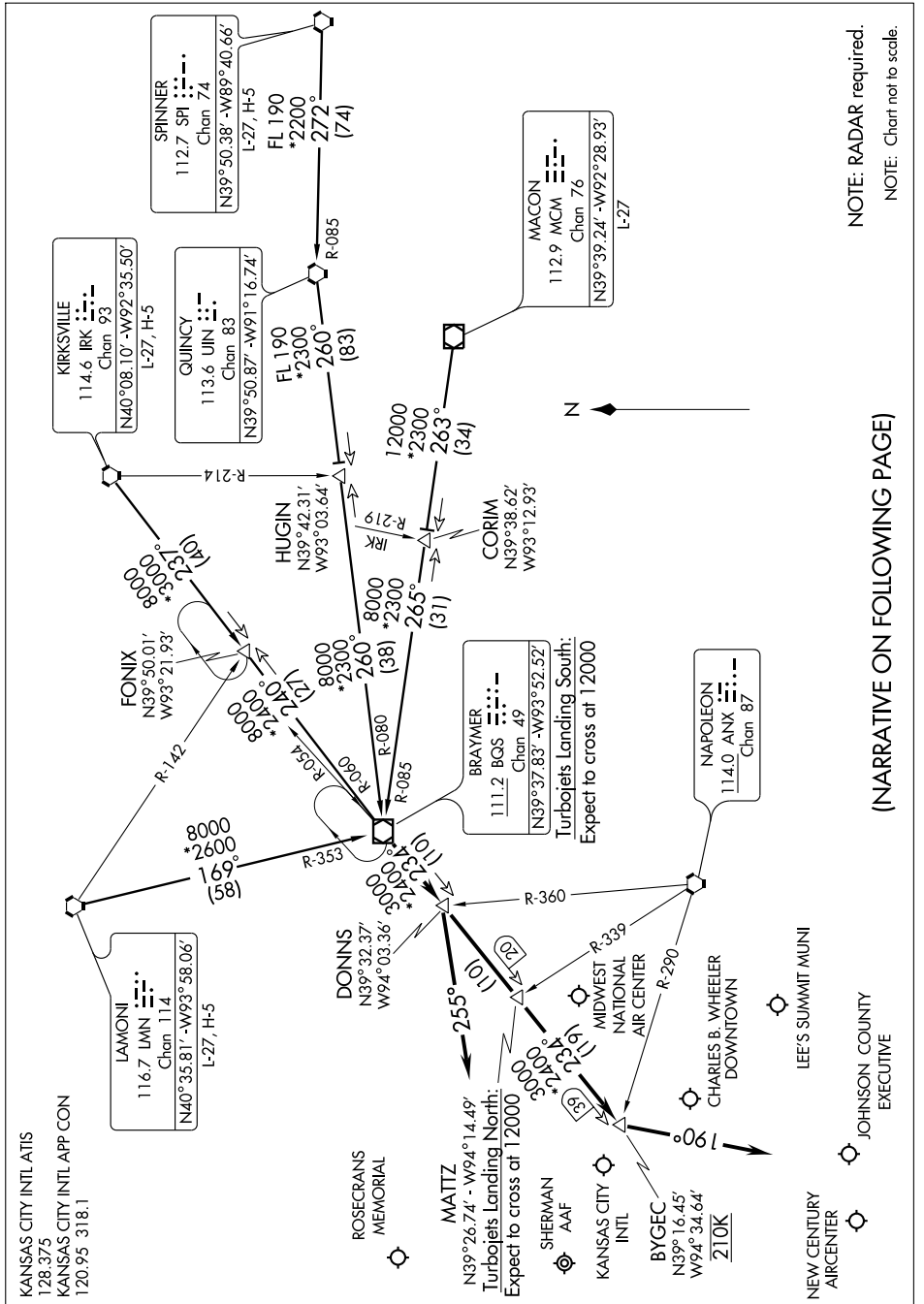
AIRPORT DIAGRAM

AL-780 (FAA)

KANSAS CITY, MISSOURI
KANSAS CITY, MISSOURI



NC-3, 17 DEC 2009 to 14 JAN 2010



(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and

OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

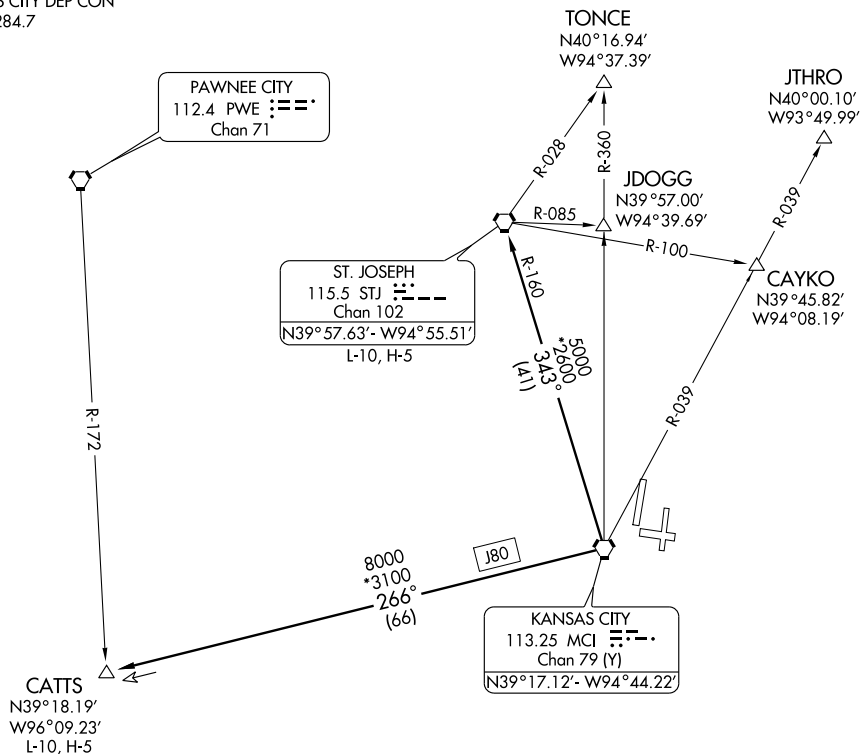
CHIEF THREE DEPARTURE

SL-780 (FAA)

KANSAS CITY INTL (MCI)

KANSAS CITY, MISSOURI

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
124.7 284.7



NOTE: Chart not to scale.

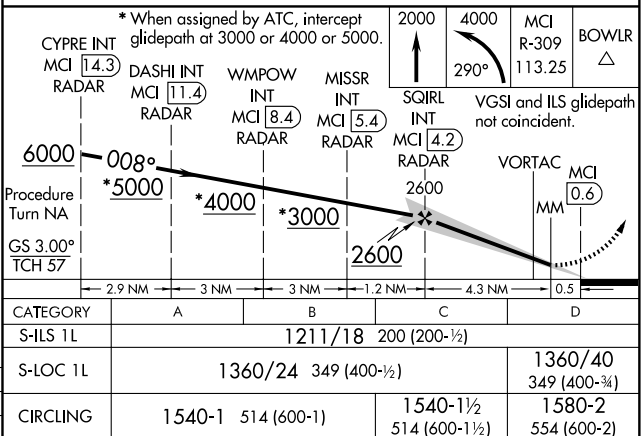
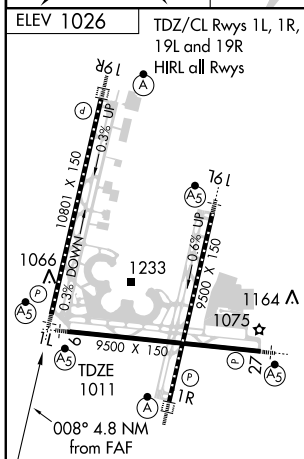
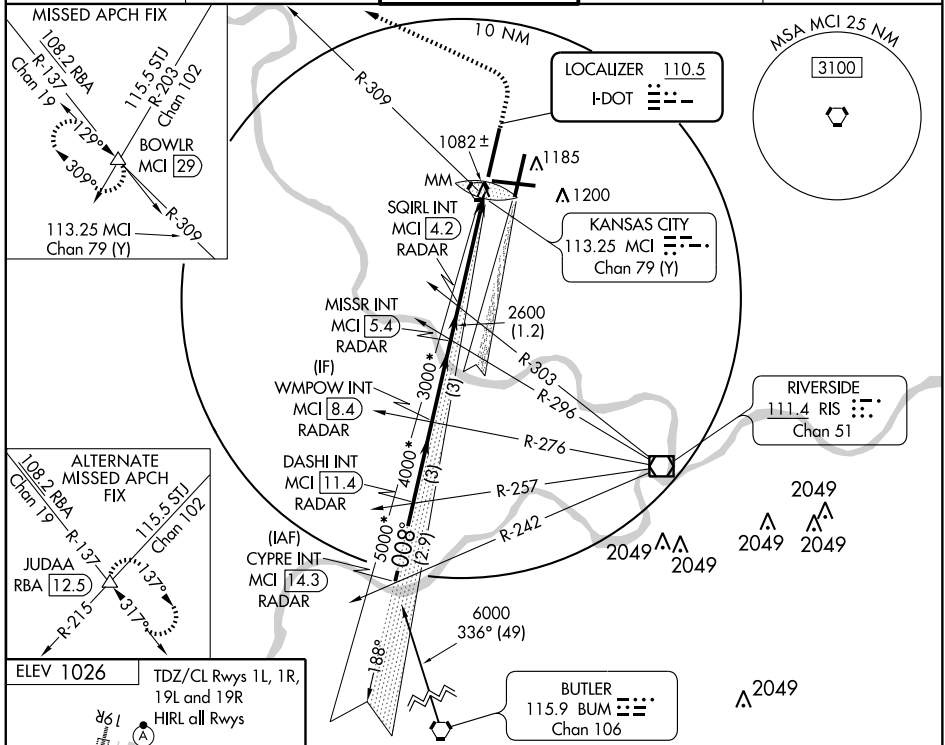
DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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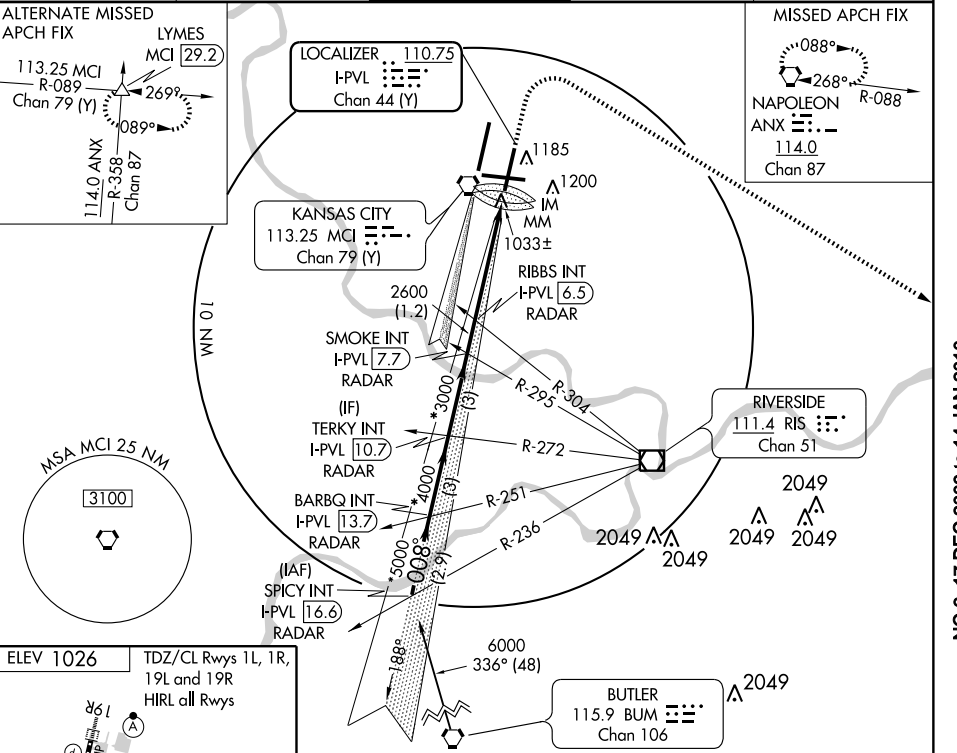
LOC/DME I-PVL	APP CRS	Rwy Idg	9500
110.75	008°	TDZE	1017
Chan 44 (Y)		Apt Elev	1026

Simultaneous approach authorized with Rwy 1L.
LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.		1500	4000	ANX
SPICY INT I-PVL 16.6 RADAR		↑	↗	114.0
BARBK INT I-PVL 13.7 RADAR		VGSI and ILS glidepath not coincident.		
TERKY INT I-PVL 10.7 RADAR		I-PVL 2.6		
SMOKE INT I-PVL 7.7 RADAR		I-PVL 1.7		
RIBBS INT I-PVL 6.5 RADAR		I-PVL 1.7		
6000		2600		
Procedure Turn NA		2600		
GS 3.00°		2600		
TCH 59		2600		
CATEGORY	A	B	C	D
S-ILS 1R	1217/18 200 (200-½)			1360/40 343 (400-¾)
S-LOC 1R	1360/24 343 (400-½)			1580-2 554 (600-2)
CIRCLING	1540-1 514 (600-1)			1540-1½ 514 (600-1½)

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NC-3. 17 DEC 2009 to 14 JAN 2010

ILS or LOC RWY 9

KANSAS CITY INTL (MCI)

MISSED APPROACH: Climb to 4000 via MCI R-089 to LYMES INT/MCI 29.2 DME and hold.

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

ALTERNATE MISSED
APCH FIX
NAPOLEON
ANX $\vdots \vdots \vdots$
114.0
Chan 87

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

MAXEE INT I-RNI 16.6
RADAR

LADYD I-RNI 13.7
RADAR

WOOKE I-RNI 10.7
RADAR

JOOEE I-RNI 7.7
RADAR

JAYBA INT I-RNI 6.5
RADAR

I-RNI 2.8

I-RNI 1.7

6000 — 091° — *5000 — *4000 — *3000 — 2600 — 2600 — 2600

GS 3.00° TCH 56

Procedure Turn NA


2.9 NM 3 NM 3 NM 1.2 NM 3.6 NM 1.1

CATEGORY	A	B	C	D
S-ILS 9		1265/40	250 (300-¾)	
S-LOC 9		1420/40	405 (400-¾)	
CIRCLING	1540-1	514 (600-1)	1540-1½ 514 (600-1½)	1580-2 554 (600-2)

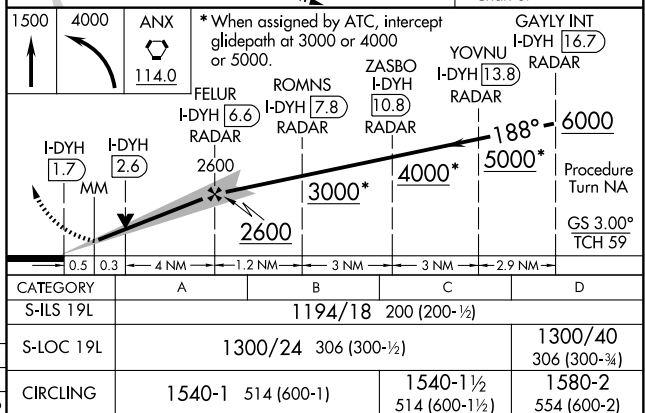
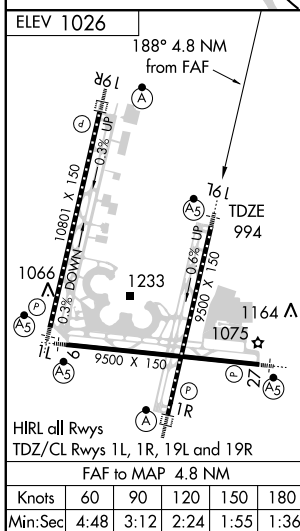
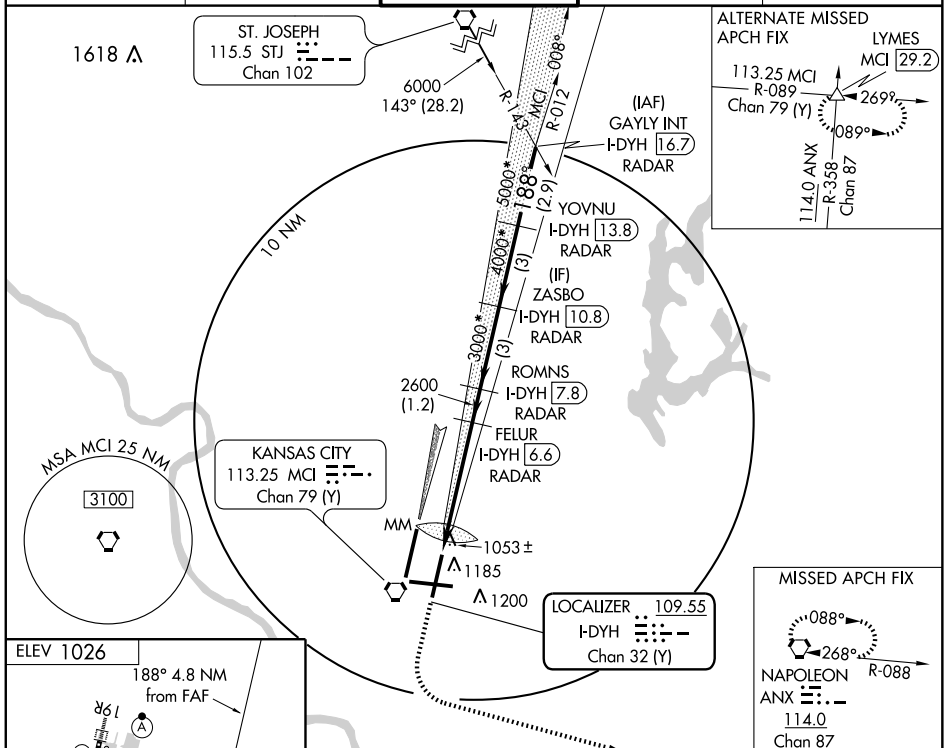
LOC/DME I-DYH <u>109.55</u> Chan 32 (Y)	APP CRS 188°	Rwy Idg 9500 TDZE 994 Apt Elev 1026
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ILS or LOC RWY 19L

KANSAS CITY INTL (MCI)

- | | | |
|---|--|---|
| <p>T For inoperative MALSR, increase S-LOC 19L Cat D visibility to RVR 5000. Simultaneous approach authorized with Rwy 19R. LOC procedures NA during simultaneous operations. DME or RADAR required.</p> | <p>MALSR</p>  | <p>MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 direct ANX VORTAC and hold.</p> |
|---|--|---|

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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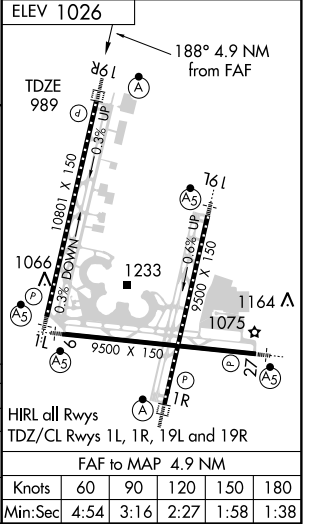
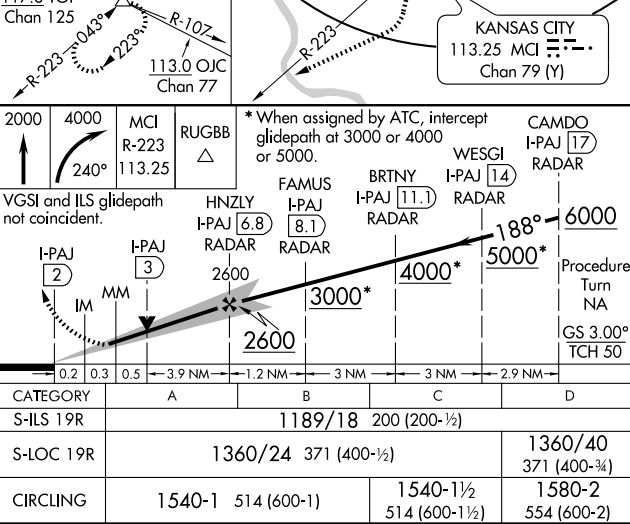
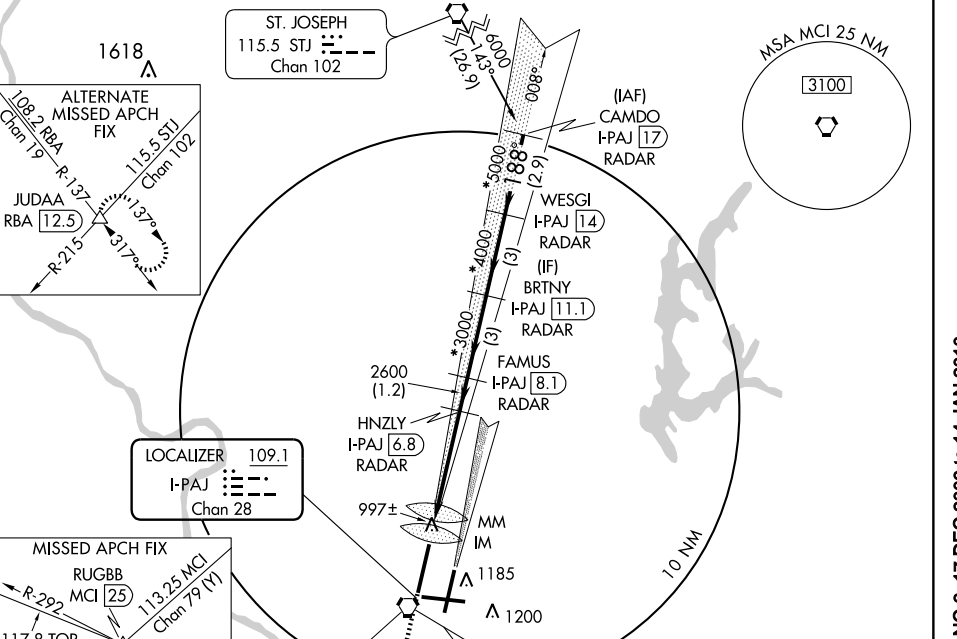


Simultaneous approach authorized with Rwy 19L.
DME or RADAR Required.
LOC procedure NA during simultaneous operations.

ALSIF-2
A

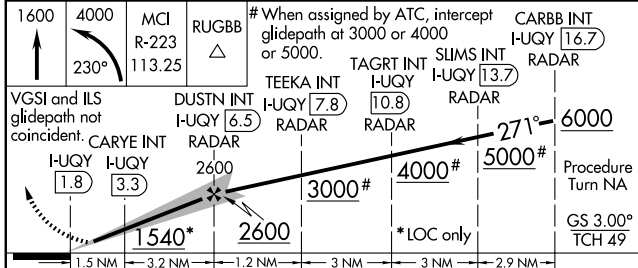
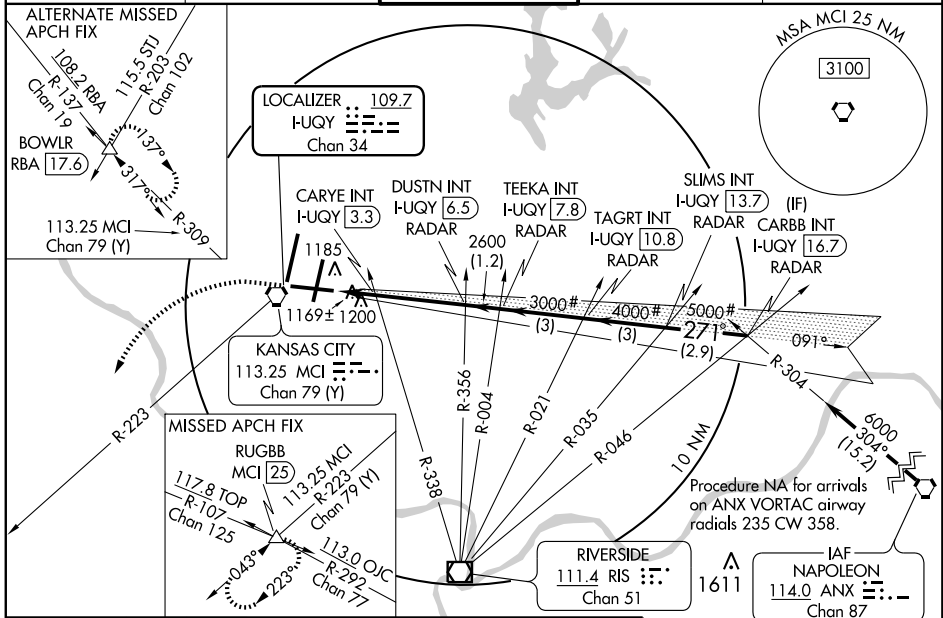
MISSED APPROACH: Climb to 2000 then climbing
right turn to 4000 via heading 240° and MCI R-223
to RUGBB INT and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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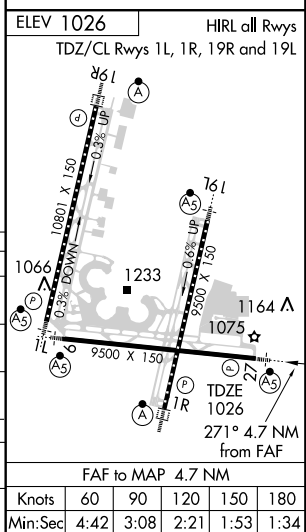


NC-3. 17 DEC 2009 to 14 JAN 2010

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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CATEGORY	A	B	C	D	E
S-ILS 27	** 1226/24 200 (200-½)				1226/24 200 (200-½)
S-LOC 27	1540/24 514 (600-½)	1540/50 514 (600-1)	1540/60 514 (600-¼)		
CIRCLING	1540-1 514 (600-1)	1540-1½ 514 (600-1½)	1580-2 554 (600-2)		
	CARYE FIX MINIMUMS				
S-LOC 27	1440/24 414 (500-½)	1440/40 414 (500-¾)	1440/50 414 (500-1)		
CIRCLING	1540-1 514 (600-1)	1540-1½ 514 (600-1½)	1580-2 554 (600-2)		

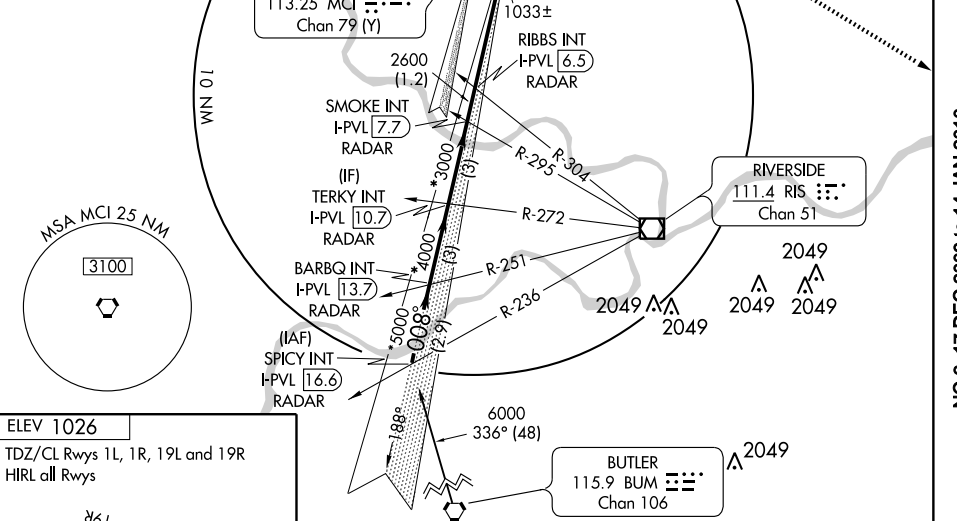
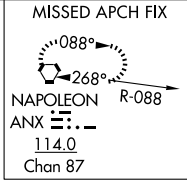
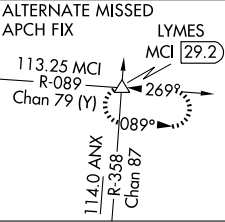


Simultaneous approach authorized with Rwy 1L.

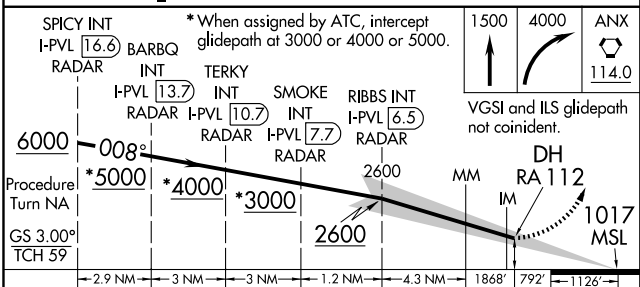
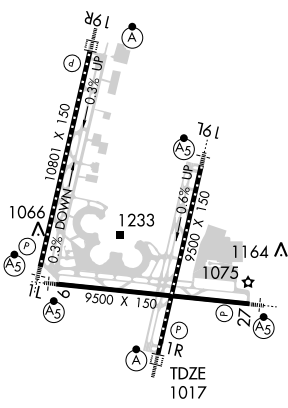
ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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ELEV 1026
TDZ/CL Rwy 1L, 1R, 19L and 19R
HIRL all Rwy's



CATEGORY	A	B	C	D
S-ILS 1R	RA 112/12 100 DA 1117			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.



MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

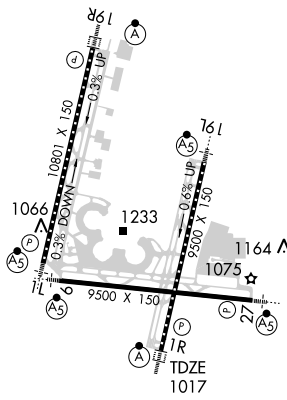
CLNC DEL
135.7


088°
268°
R-088
NAPOLEON
ANX
114.0
Chan 87

RIVERSIDE
11.4 RIS ::
Chan 51

3100

TDZ/CL Rwy 1L, 1R, 19L and 19R
HIRL all Rwy



1500 ↑	4000 ↗	ANX  114.0
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VGSI and ILS glidepath not coincident.

CATEGORY	A	B	C	D
S-ILS 1R		CAT IIIa	RVR 07	
S-ILS 1R		CAT IIIb	RVR 06	
S-ILS 1R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

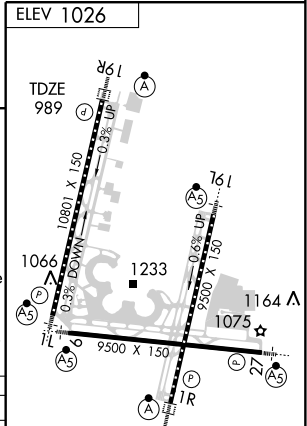
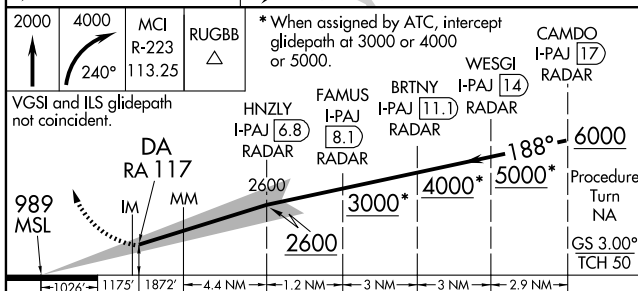
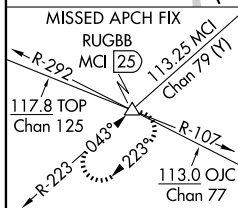
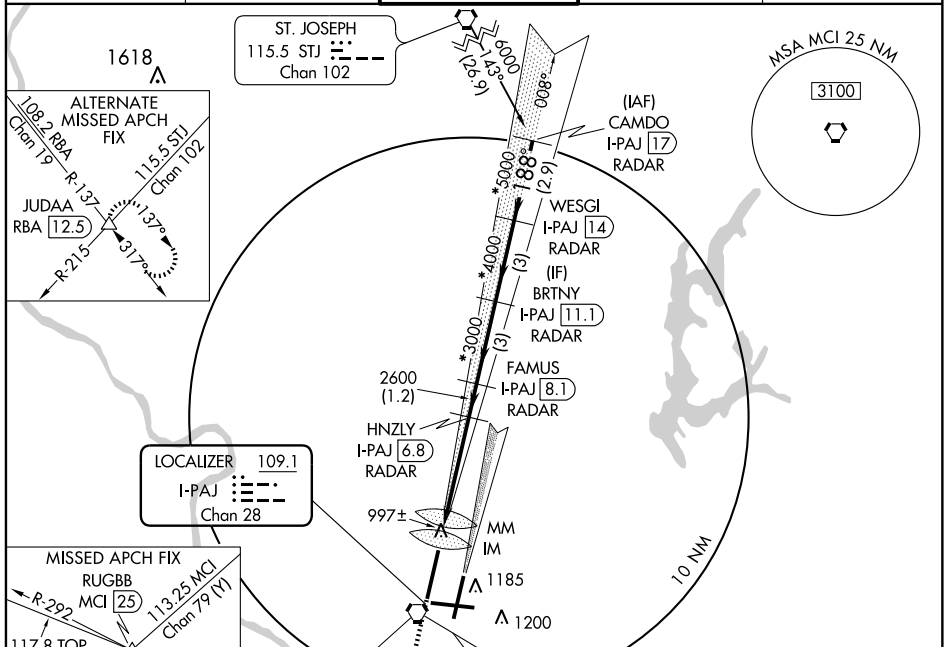
ILS RWY 19R (CAT II)

KANSAS CITY INTL (MCI)

LOC/DME I-PAJ 109.1 Chan 28	APP CRS 188°	Rwy Idg 10801 TDZE 989 Apt Elev 1026
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<p>Simultaneous approach authorized with Rwy 19L. DME or RADAR Required.</p>	<p>ALSIF-2</p>	<p>MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 240° and MCI R-223 to RUGBB INT and hold.</p>
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ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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CATEGORY	A	B	C	D
S-ILS 19R	RA 117/12 100 DA 1089			

HIRL all Rwy's
TDZ/CL Rwy's 1L, 1R, 19L and 19R

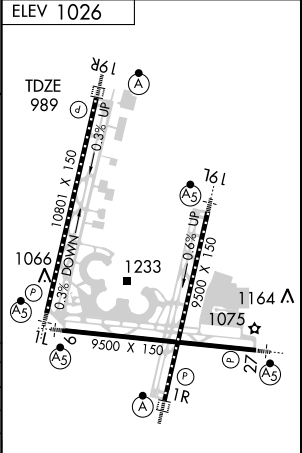
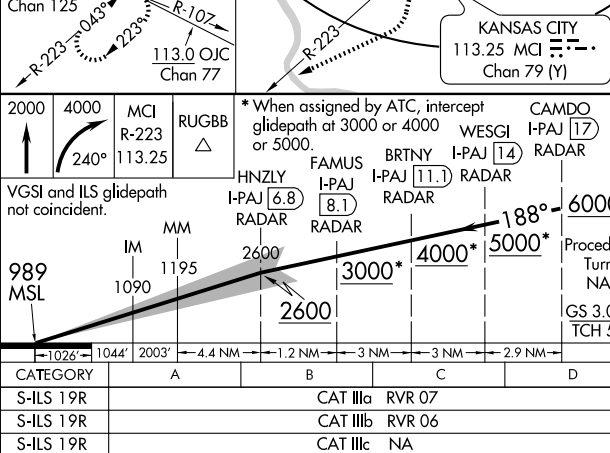
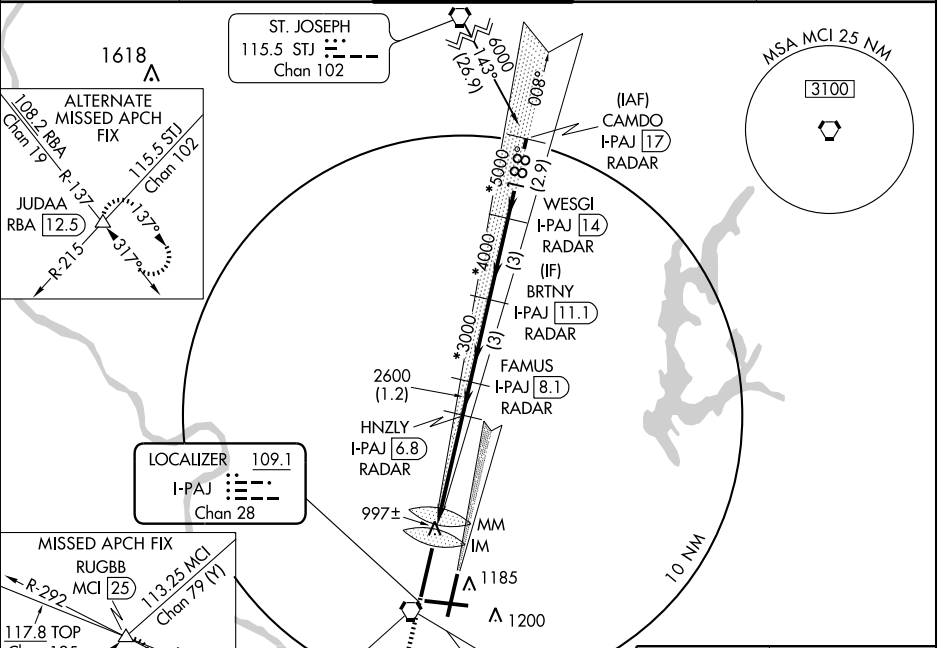
CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-PAJ 109.1 Chan 28	APP CRS 188°	Rwy Idg 10801 TDZE 989 Apt Elev 1026
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ILS RWY 19R (CAT III)
KANSAS CITY INTL (MCI)

 Simultaneous approach authorized with Rwy 19L. DME or RADAR Required.	ALSF-2 	MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 240° and MCI R-223 to RUGBB INT and hold.
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ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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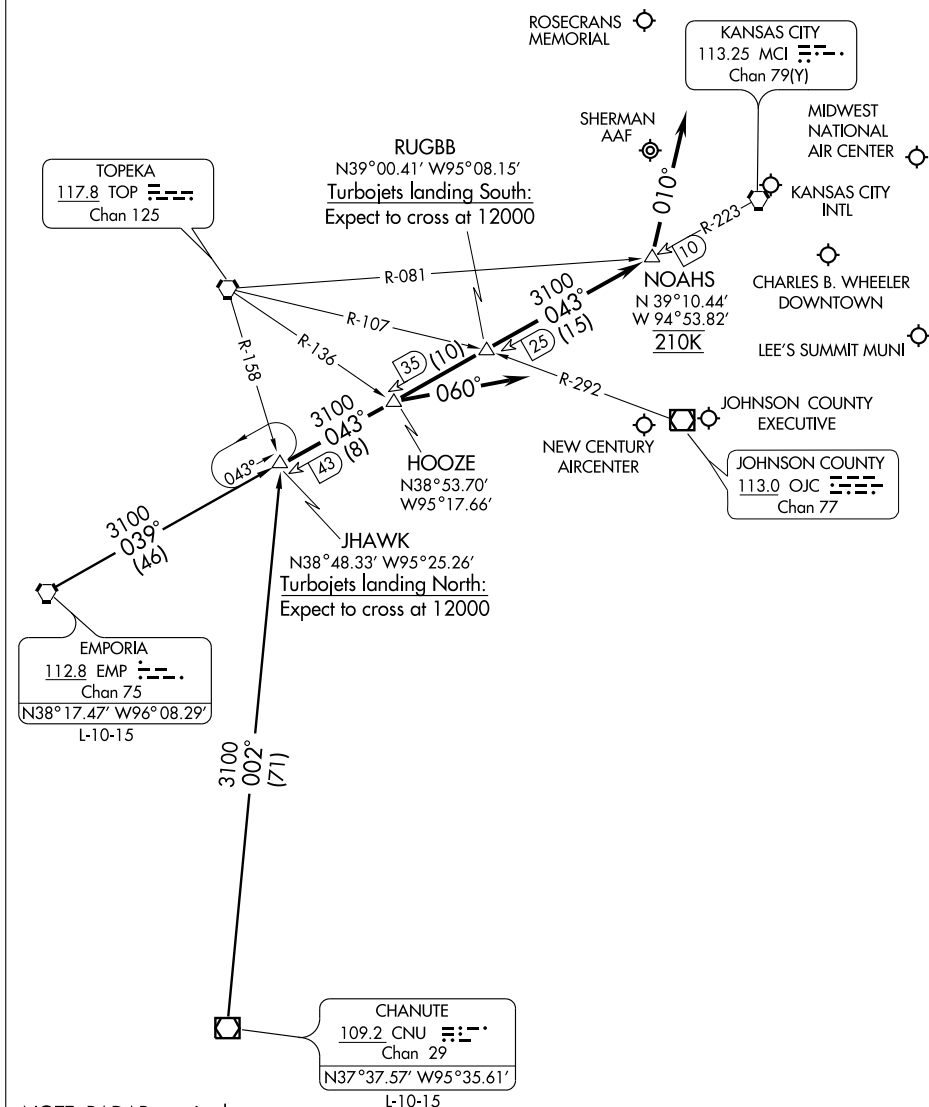


CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....

Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

....Expect radar vectors to final approach course.

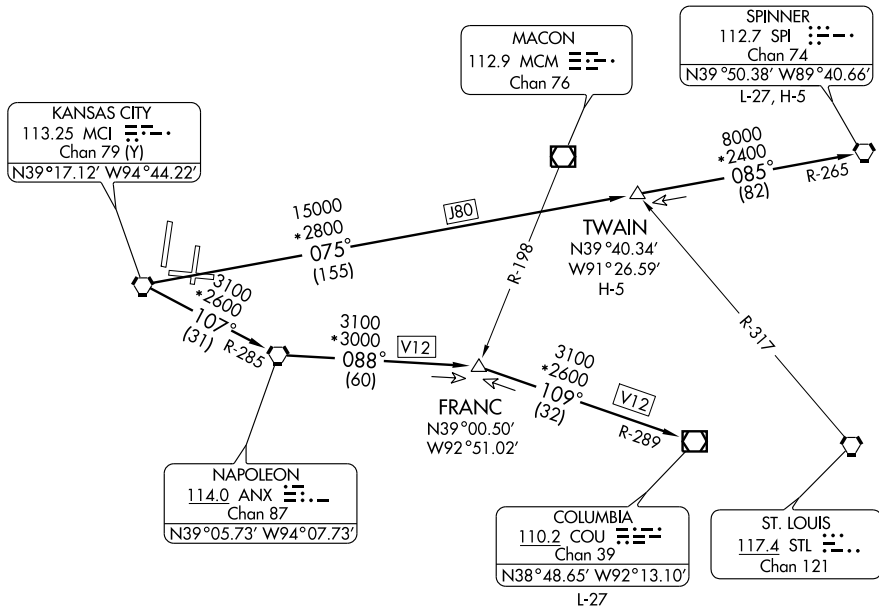
LAKES FIVE DEPARTURE

SL-780 (FAA)

KANSAS CITY INTL (MCI)

KANSAS CITY, MISSOURI

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
123.95 318.1



TAKE-OFF MINIMUMS

Rwy 1L, 1R, 9, 19R, 19L, 27: Standard.

TAKE-OFF OBSTACLE NOTES

Rwy 1R: Tree 1653' from DER, 661' left of centerline, 60' AGL/1019' MSL.

Rwy 9: Tree 4544' from DER, 638' right of centerline, 100' AGL/1159' MSL.

Rwy 27: Trees beginning 1066' from DER, across centerline, up to 86' AGL/1095' MSL.

NOTE: Chart not to scale

NOTE: RADAR required.

NOTE: DME required for TWAIN and SPINNER transitions.



DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

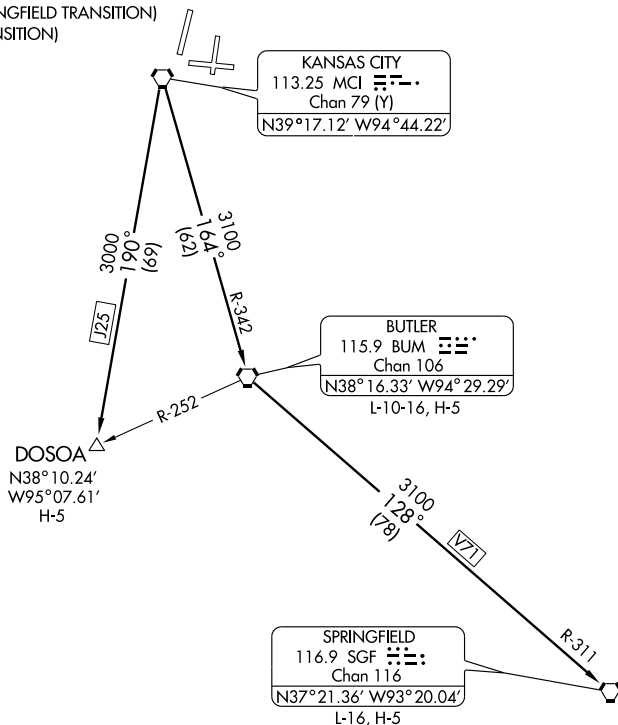
ATIS 128.375

CLNC DEL 135.7

KANSAS CITY DEP CON

123.95 318.1 (BUTLER/SPRINGFIELD TRANSITION)

124.7 284.7 (DOSOA TRANSITION)



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.


BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

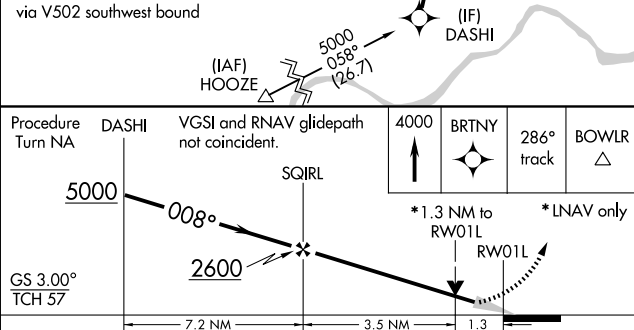
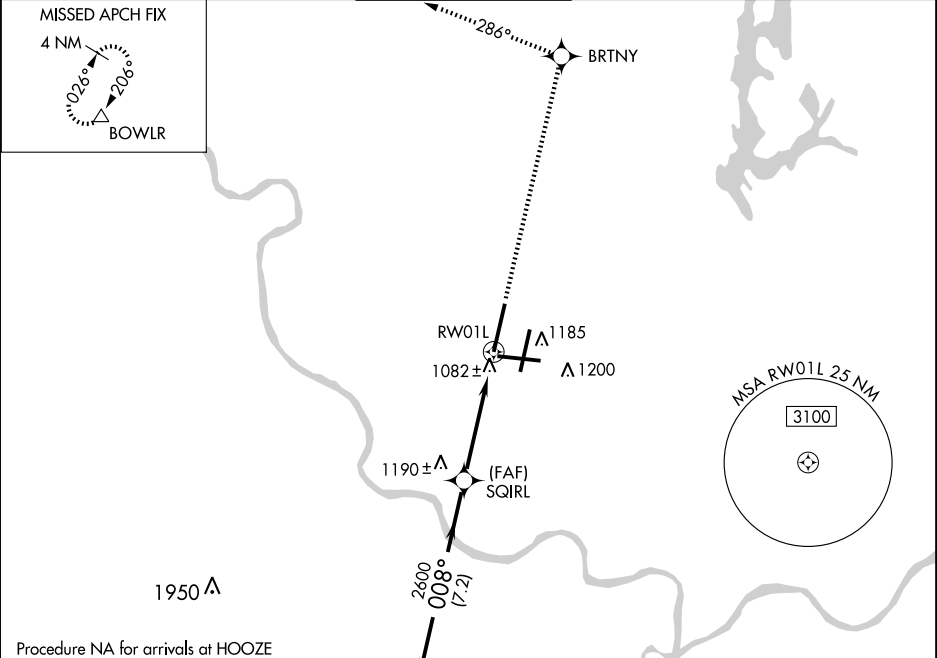
SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

WAAS CH 42808 W01B	APP CRS 008°	Rwy Idg TDZE 1011 Apt Elev 1026
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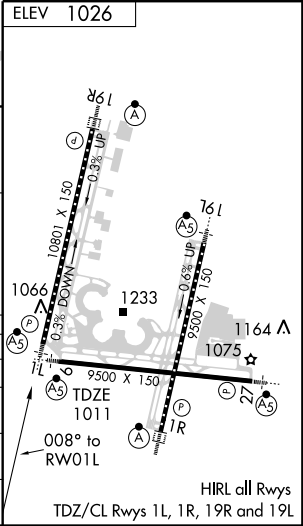
RNAV (GPS) Y RWY 1L
KANSAS CITY INTL (MCI)

▼ For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.	MALSR 	MISSED APPROACH: Climb to 4000 direct BRTNY and via 286° track to BOWLR and hold.
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ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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CATEGORY	A	B	C	D
LPV DA	1304/24	293 (300-1/2)		
LNAV/VNAV DA	1420/50	409 (400-1)		
LNAV MDA	1480/24 469 (500-1/2)	1480/40 469 (500-3/4)	1480/50 469 (500-1)	
CIRCLING	1540-1 514 (600-1)	1540-1 1/2 514 (600-1/2)	1580-2 554 (600-2)	

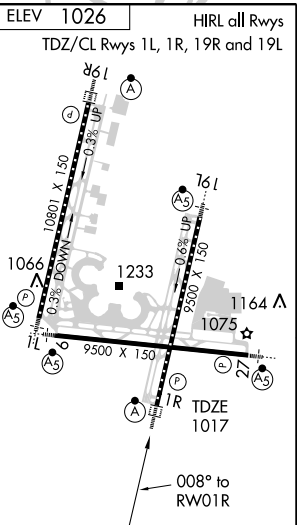
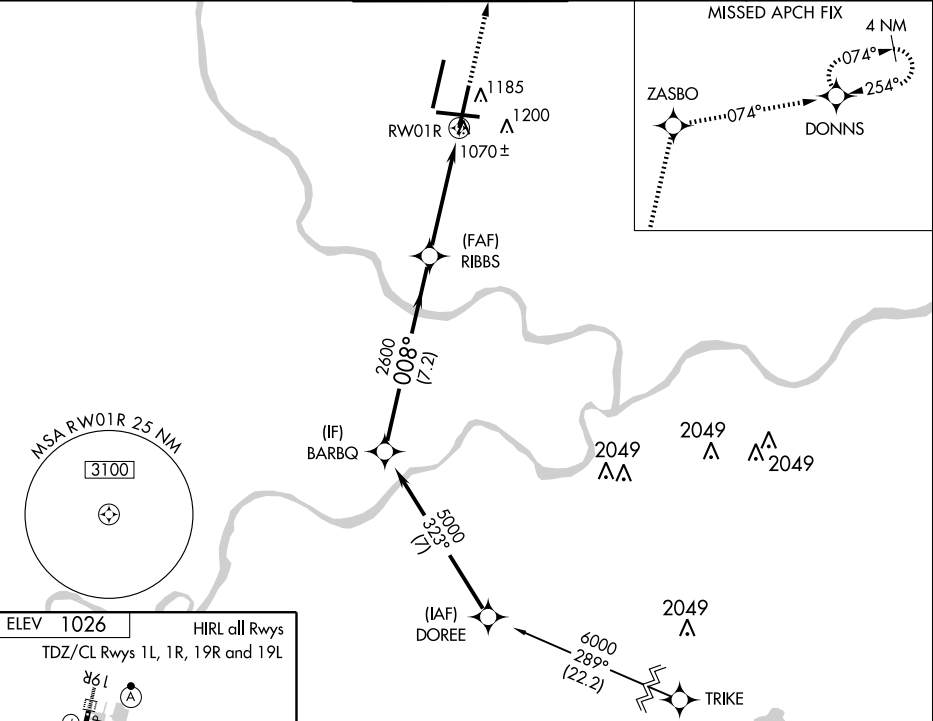


WAAS CH 58208 W01A	APP CRS 008°	Rwy Idg TDZE Apt Elev	9500 1017 1026
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RNAV (GPS) Y RWY 1R
KANSAS CITY INTL (MCI)

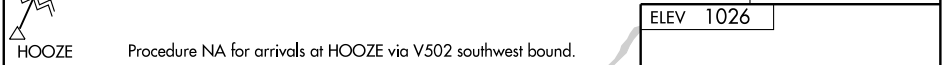
▽ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). For inoperative ALSF, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 5000, LNAV Cat E visibility to RVR 6000.	ALSF-2 	MISSED APPROACH: Climb to 4000 direct ZASBO and via 074° track direct DONNS and hold
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ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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Procedure	BARBQ	VGSI and RNAV glidepath not coincident.	4000	ZASBO	074° track	DONNS
Turn NA	5000					
GS 3.00°						
TCH 59						
CATEGORY	A	B	C	D	E	
LPV DA	1267/24 250 (300-1/2)					
LNAV/VNAV DA	1326/24 309 (300-1/2)		1326/40 309 (300-3/4)			
LNAV MDA	1400/24 383 (400-1/2)		1400/50 383 (400-1)			
CIRCLING	1540-1 514 (600-1)		1540-1 1/2 514 (600-1 1/2)		1580-2 554 (600-2)	

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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[illegible]

WAAS CH 82108 W19A	APP CRS 188°	Rwy Idg TDZE Apt Elev	9500 994 1026
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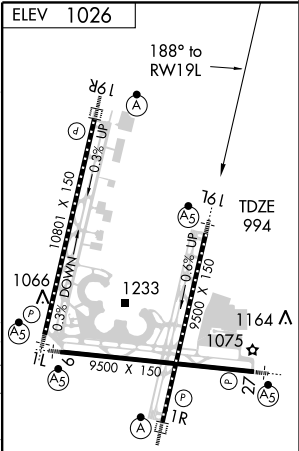
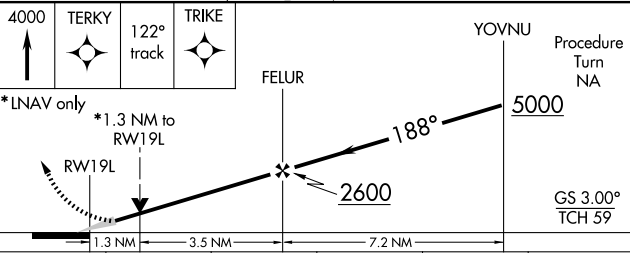
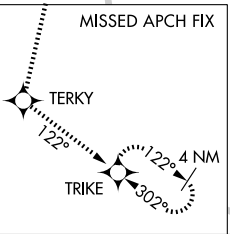
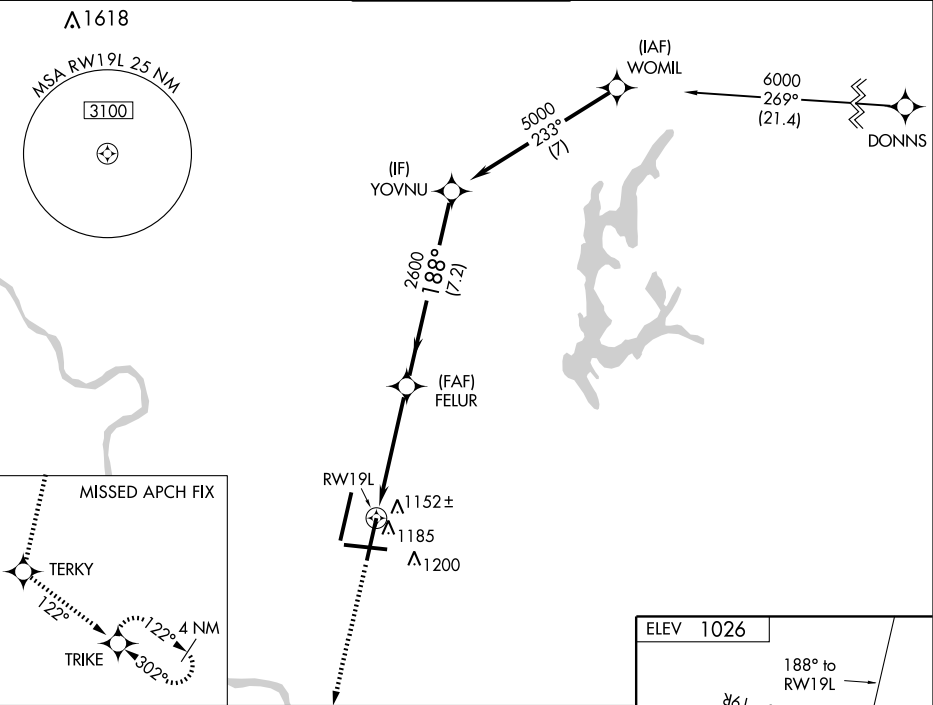
RNAV (GPS) Y RWY 19L
KANSAS CITY INTL (MCT)

▼ DME/DME RNP- 0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
For inoperative MALSR increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ mile, LNAV Cat E visibility to 1½ mile.



MISSED APPROACH: Climb to 4000 direct TERKY and via 122° track direct TRIKE and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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CATEGORY	A	B	C	D	E
LPV DA	1244/24 250 (300-½)				
LNAV/VNAV DA	1397/50 403 (400-1)				
LNAV MDA	1440/24 446 (500-½)	1440/40 446 (500-¾)	1440/50 446 (500-1)		
CIRCLING	1540-1 514 (600-1)	1540-1½ 514 (600-1½)	1580-2 554 (600-2)		

HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

WAAS CH 72908 W19B	APP CRS 188°	Rwy Idg TDZE Apt Elev	10801 989 1026
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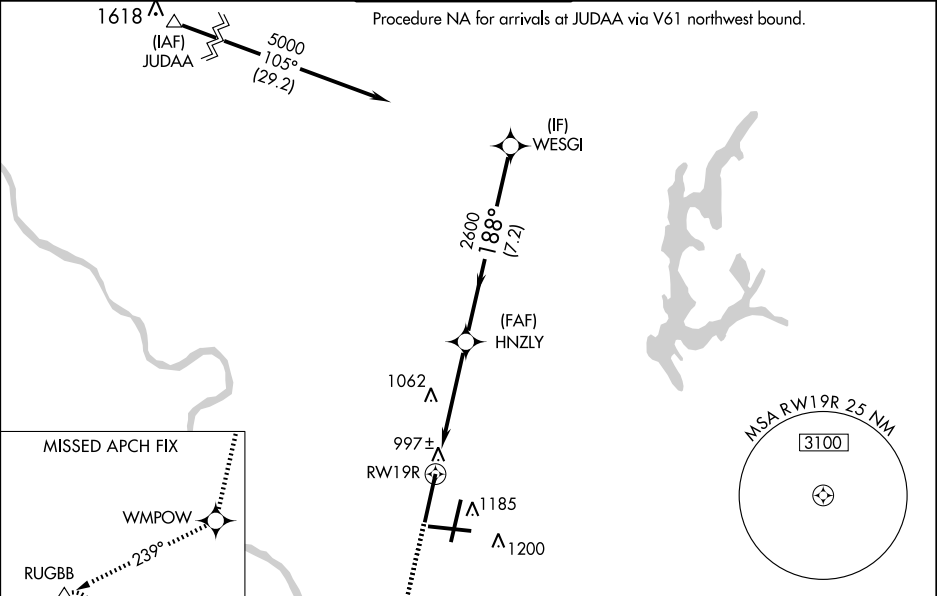
RNAV (GPS) Y RWY 19R
KANSAS CITY INTL (MCI)

⚠ For inoperative ALSF, increase LPV all Cats visibility to RVR 5000, increase LNAV/VNAV Cats D/E visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000, Cat E visibility to 1½.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 4000 direct WMPOW and via 239° track to RUGBB and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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4000

↑

WMPOW

239° track

RUGBB

VGSI and RNAV glidepath not coincident.

WESGI

Procedure Turn NA

*LNAV only

*1.1 NM to RW19R

HNZLY

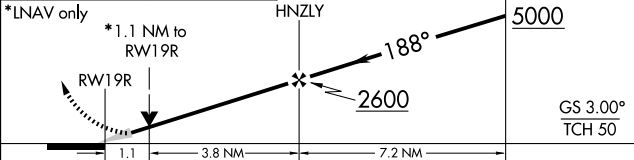
5000

188°

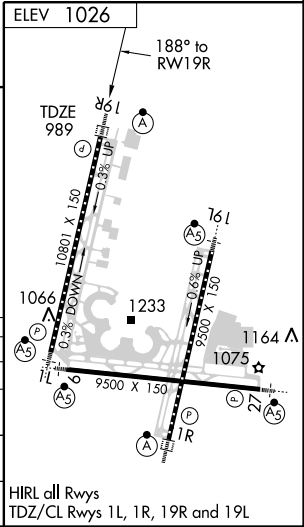
2600

GS 3.00°

TCH 50



CATEGORY	A	B	C	D	E
LPV DA	1239/24 250 (300-½)				
LNAV/VNAV DA	1260/24 271 (300-½)		1260/40 271 (300-¾)		
LNAV MDA	1380/24 391 (400-½)		1380/50 391 (400-1)		
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	



HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

WAAS CH 82708 W27A	APP CRS 271°	Rwy Idg TDZE Apt Elev	9500 1026 1026
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RNAV (GPS) Y RWY 27

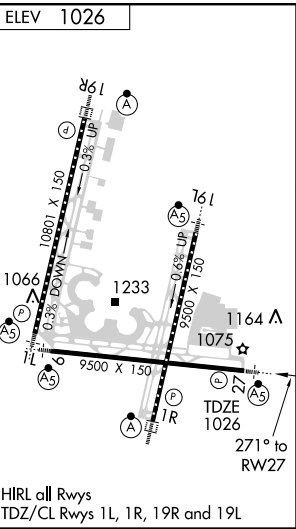
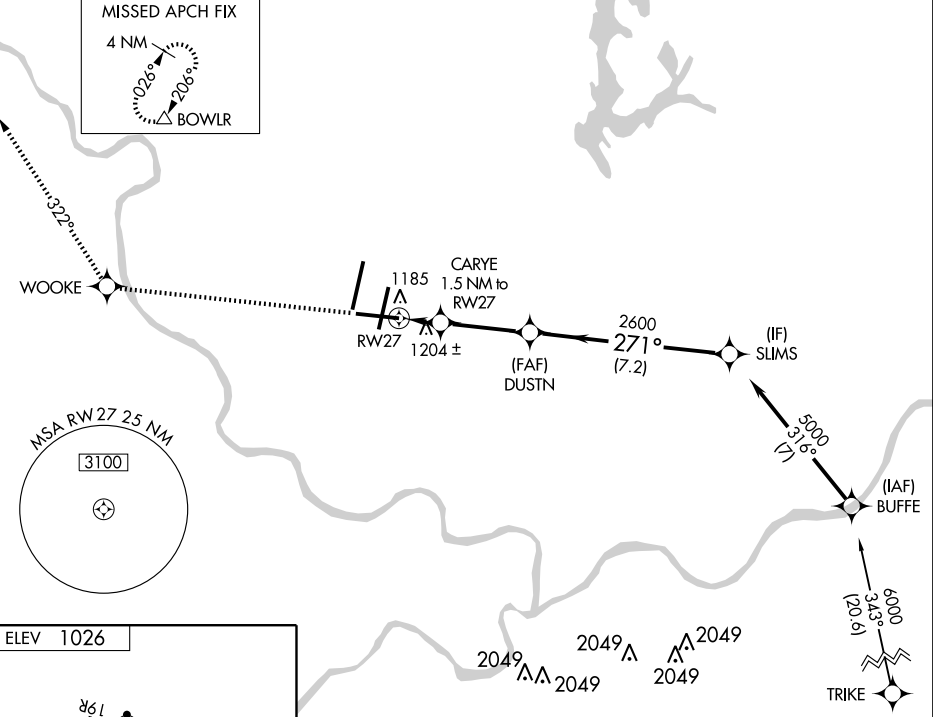
KANSAS CITY INTL (MCI)

For inoperative MALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1¼ mile and LNAV Cat E visibility to 1½ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALS

MISSED APPROACH: Climb to 4000 direct WOOKE and via 322° track to BOWLR and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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4000	WOOKE	322° track	BOWLR	VGSI and RNAV glidepath not coincident.	SLIMS	Procedure Turn NA
*LNAV only		CARYE 1.5 NM to RW27				
	1.5	3.2 NM	7.2 NM			
		1540*				
						GS 3.00° TCH 49
CATEGORY	A	B	C	D	E	
LPV DA	1276/24 250 (300-½)					
LNAV/VNAV DA	1495/60 469 (500-¼)					
LNAV MDA	1460/24	434 (500-½)	1460/40 434 (500-¾)	1460/50	434 (500-1)	
CIRCLING	1540-1	514 (600-1)	1540-1½ 514 (600-1½)	1580-2	554 (600-2)	

RNAV (RNP) Z RWY 1L
KANSAS CITY INTL (MCI)

MALSR

MISSED APPROACH: Climb to 4000 via 008° track to BRTNY and 286° track to BOWL and hold.

The map shows a flight path starting from the bottom left, passing through (FAF) SQIRL, RW01L, and ending at BRTNY. The path is marked with bearings and distances: 008° (7.2) from the start to (FAF) SQIRL, 008° (4.8) from (FAF) SQIRL to RW01L, and 008° (10.9) from RW01L to BRTNY. A bearing of 286° (25.2) is also shown near BRTNY. A dashed line indicates a missed approach fix (MISSED APCH FIX) at 4 NM from BRTNY, with a bearing of 026° and a distance of 20 NM. A circular inset shows the MSA RW01L 25 NM with a bearing of 3100. A bearing of 1950 is also indicated near the start of the path.

Procedure NA for arrivals at HOOZE via V502 southwest bound

Procedure Turn NA

DASHI

VGSI and RNAV glidepath not coincident.

4000

BRTNY

286° track

BOWLR

△

5000

008°

2600

SQIRL

GP 3.00° TCH 57

2600

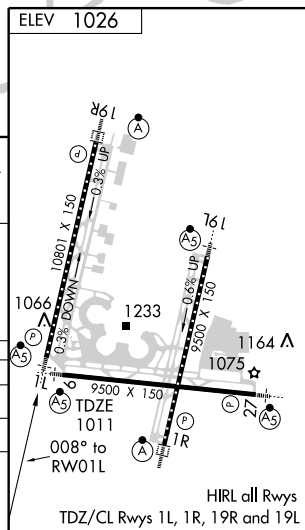
RW01L

7.2 NM

4.8 NM

CATEGORY	A	B	C	D
RNP 0.19 DA*		1261/24	250 (300- $\frac{1}{2}$)	
RNP 0.30 DA		1371/40	360 (400- $\frac{3}{4}$)	

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**



APP CRS 008°	Rwy ldg 9500 TDZE 1016 Apt Elev 1026
------------------------	---

RNAV (RNP) Z RWY 1R

KANSAS CITY INTL (MCI)

GPS required.
NA For uncompensated Baro-VNAV systems, procedure NA below -1°C (29°F) or above 46°C (115°F).
 For inoperative ALSF increase RNP 0.15 visibility to RVR 5000, and RNP 0.30 visibility to RVR 6000.

ALSF-2



MISSED APPROACH: Climb to 4000 via 008° track to ZASBO and via 074° track to DONNS and hold

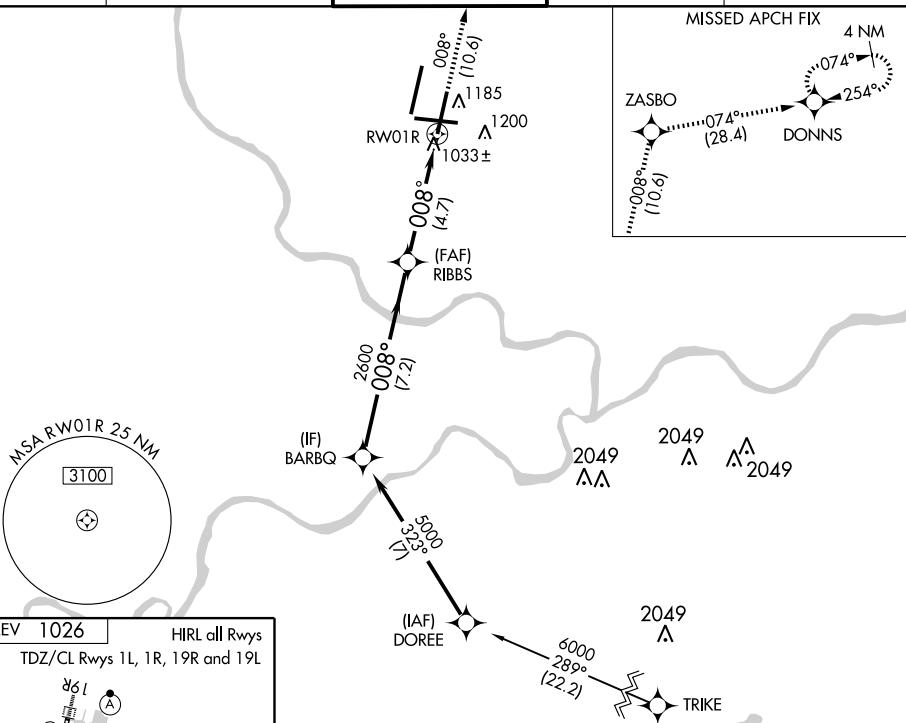
ATIS
128.375

KANSAS CITY APP CON
120.95 318.1

INTERNATIONAL TOWER
128.2 254.25

GND CON
121.8

CLNC DEL
135.7

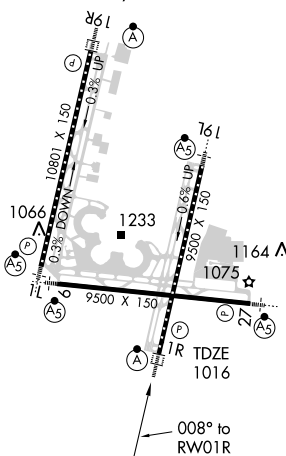


NC-3, 17 DEC 2009 to 14 JAN 2010

ELEV 1026

HIRL all Rwys

TDZ/CL Rwys 1L, 1R, 19R and 19L



Procedure
Turn
NA

VGSI and RNAV glidepath
not coincident.

5000

008°

4000

008°

ZASBO

074° track

DONNS

GP 3.00°

TCH 59

2600

RIBBS

2600

RW01R

7.2 NM

4.7 NM

CATEGORY

A

B

C

D

RNP 0.15 DA

1285/24 268 (300-1/2)

RNP 0.30 DA

1324/24 307 (300-1/2)

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

RNAV (RNP) Z RWY 9

KANSAS CITY INTL (MCI)

APP CRS 091°	Rwy Idg TDZE Apt Elev	9500 1015 1026
------------------------	-----------------------------	---

GPS required.
NA For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 46°C (114°F).
 For inoperative MALSR, increase RNP 0.15 and 0.30 visibility to RVR 6000.

MALSR



MISSED APPROACH: Climb to 4000 via 091° track to DUSTN and via 089° track to LYMES and hold.

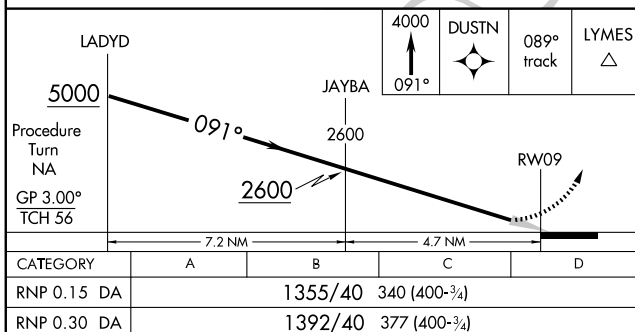
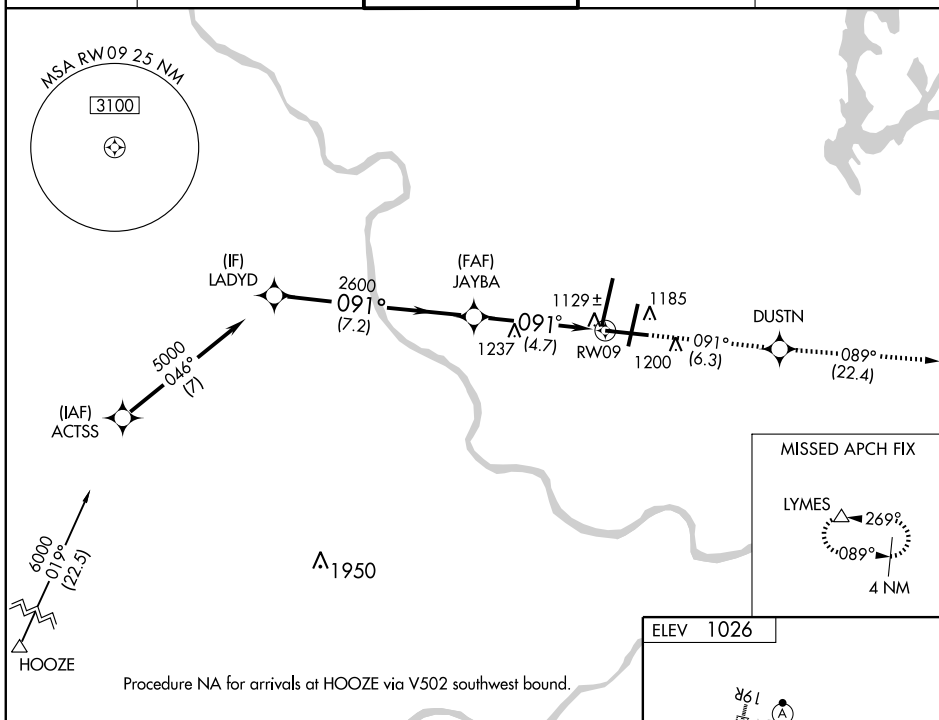
ATIS
128.375

KANSAS CITY APP CON
120.95 318.1

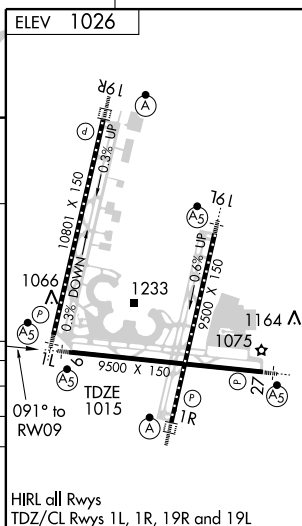
INTERNATIONAL TOWER
128.2 254.25

GND CON
121.8

CLNC DEL
135.7



**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**



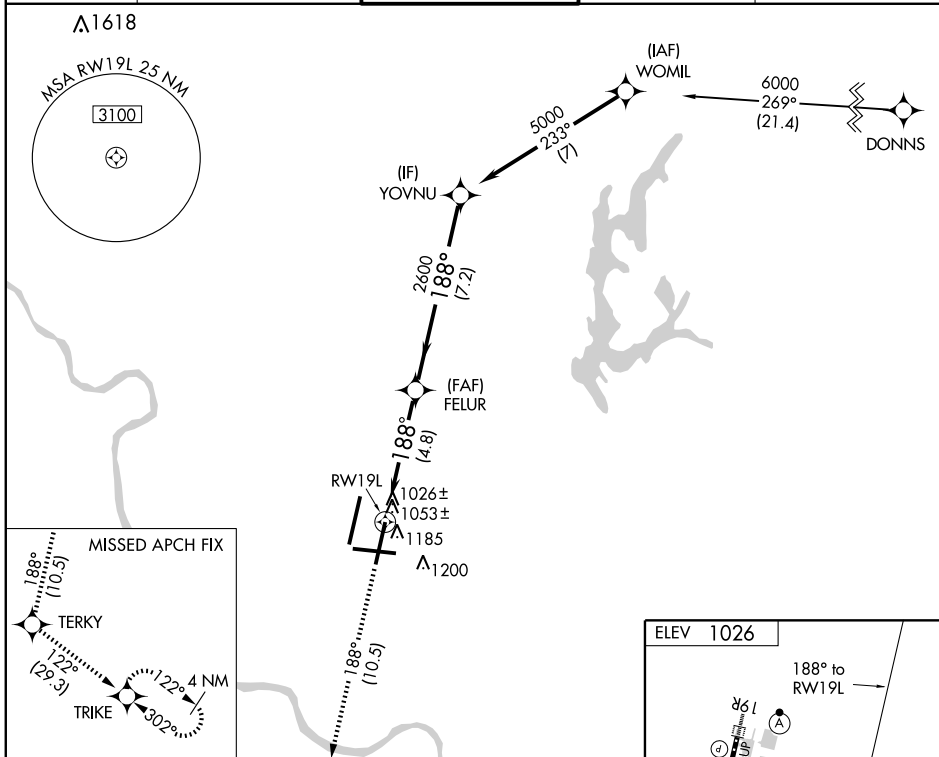
HIRL all Rwy's
TDZ/CL Rwy's 1L, 1R, 19R and 19L

RNAV (RNP) Z RWY 19L

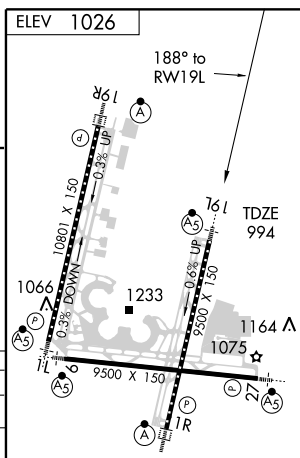
KANSAS CITY INTL (MCI)

GPS required.	MALSR	MISSED APPROACH: Climb to 4000 via 188° track to TERKY and via 122° track to TRIKE and hold.
NA For uncompensated Baro-VNAV systems, procedure NA below -1°C (29°F) or above 46°C (116°F). For inoperative MALSR increase RNP 0.15 visibility to RVR 6000, and RNP 0.30 visibility to 1½ mile.		

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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4000	TERKY	122° track	TRIKE	YOVNU	Procedure Turn NA
188°				5000	
	RW19L				GP 3.00°
		4.8 NM	7.2 NM		TCH 59
CATEGORY	A	B	C	D	
RNP 0.15 DA		1302/40	308 (300-¾)		
RNP 0.30 DA		1417/50	423 (400-1)		



**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

HIRL all Rwy's
TDZ/CL Rwy's 1L, 1R, 19R and 19L

GPS required.

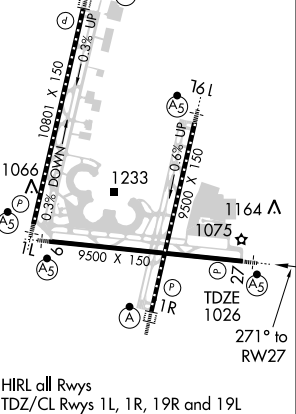
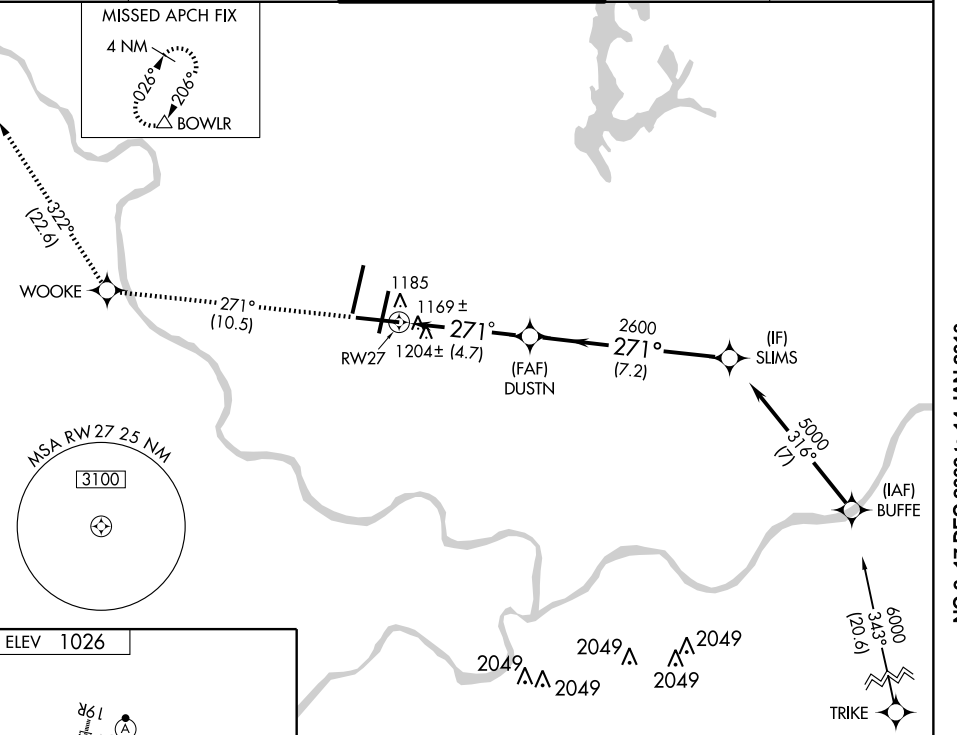
For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 46°C (114°F).

For inoperative MALSR, increase RNP 0.15 and 0.30 visibility to 1¾ mile.

MALSR

MISSED APPROACH: Climb to 4000 via 271° track to WOOKIE and via 322° track to BOWLR and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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4000

↑

271°

WOOKIE

322° track

BOWLR

VGSI and RNAV glidepath not coincident.

DUSTN

SLIMS

Procedure Turn NA

5000

GP 3.00°

TCH 49

RW27

2600

271°

2600

4.7 NM

7.2 NM

CATEGORY	A	B	C	D
RNP 0.15 DA		1414/40	388 (400-¾)	
RNP 0.30 DA		1492/60	466 (500-1¼)	

SPECIAL AIRCRAFT & AIRCREW

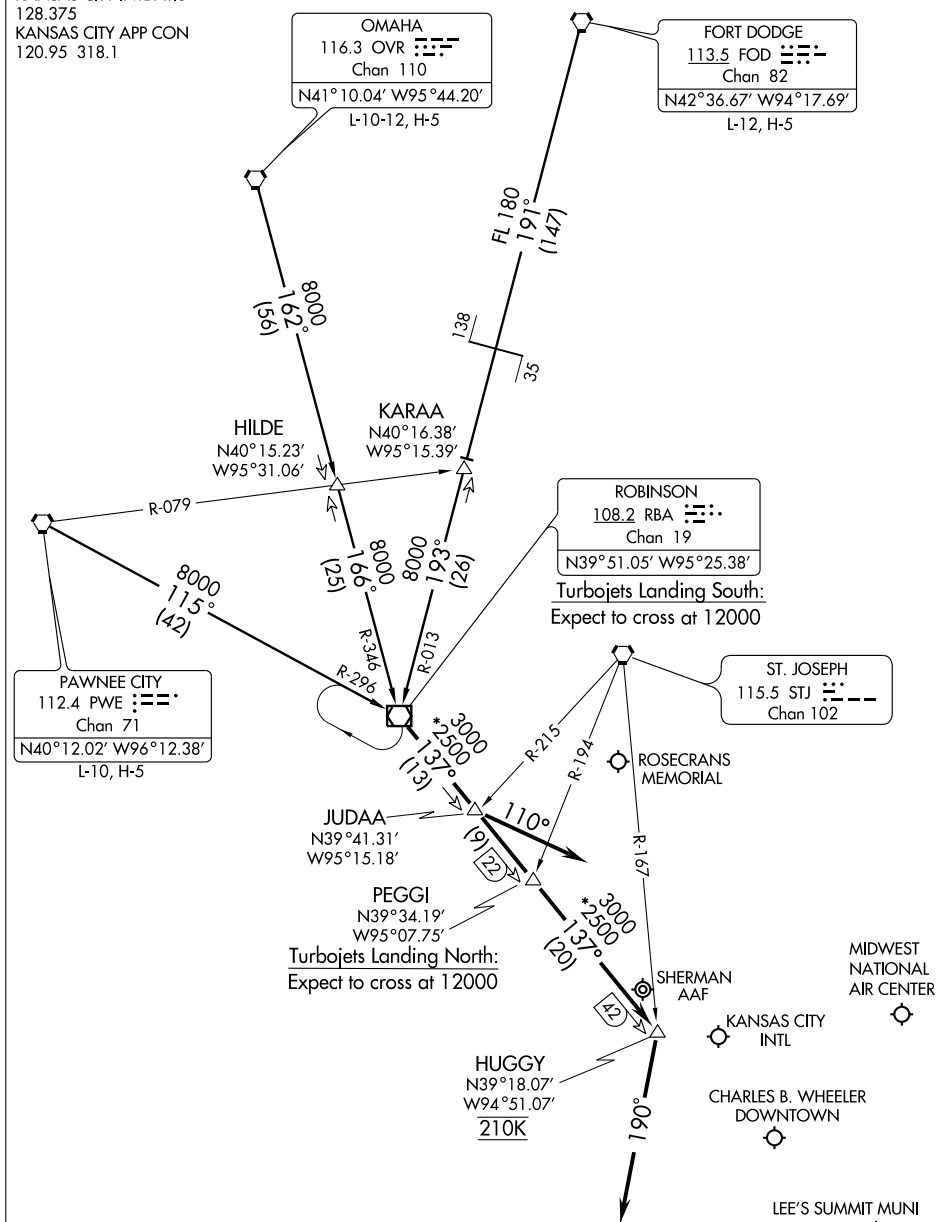
AUTHORIZATION REQUIRED

ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NC-3, 17 DEC 2009 to 14 JAN 2010

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NEW CENTURY
AIRCENTERJOHNSON COUNTY
EXECUTIVE

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW

CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

ROYAL THREE DEPARTURE

SL-780 (FAA)

KANSAS CITY, MISSOURI

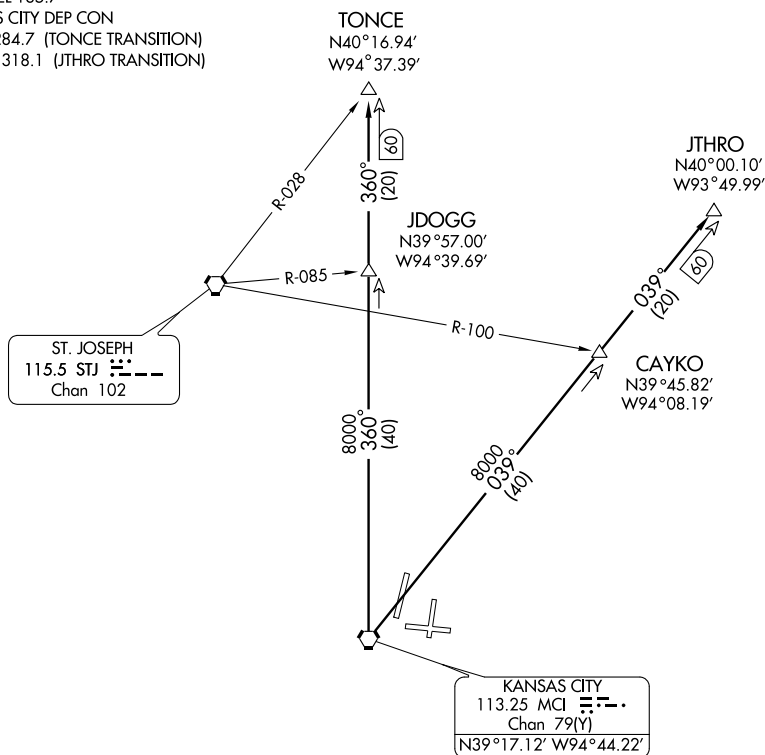
ATIS 128.375

CLNC DEL 135.7

KANSAS CITY DEP CON

124.7 284.7 (TONCE TRANSITION)

123.95 318.1 (JTHRO TRANSITION)



NOTE: Chart not to scale

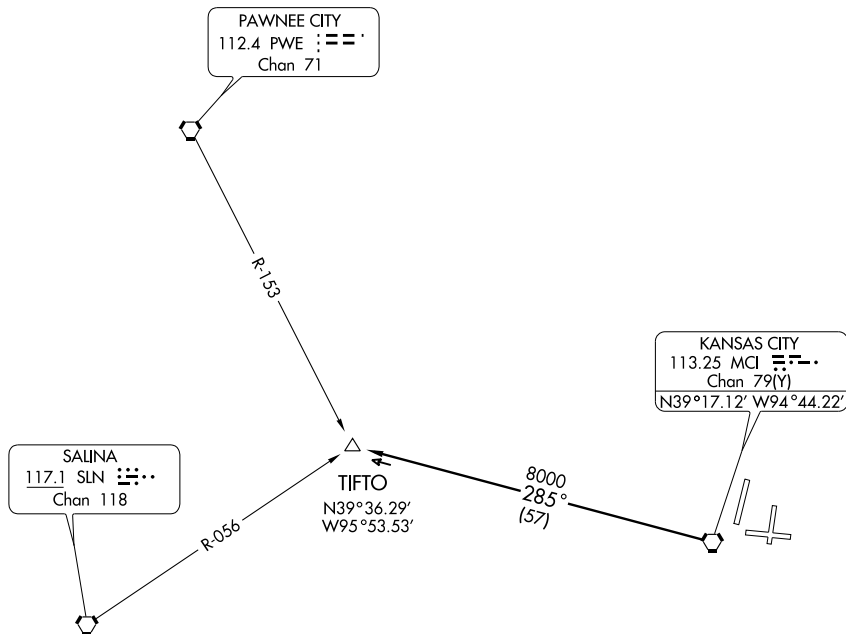
DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

ATIS 128.375
 CLNC DEL 135.7
 KANSAS CITY DEP CON
 124.7 284.7



NOTE: Chart not to scale



DEPARTURE ROUTE DESCRIPTION

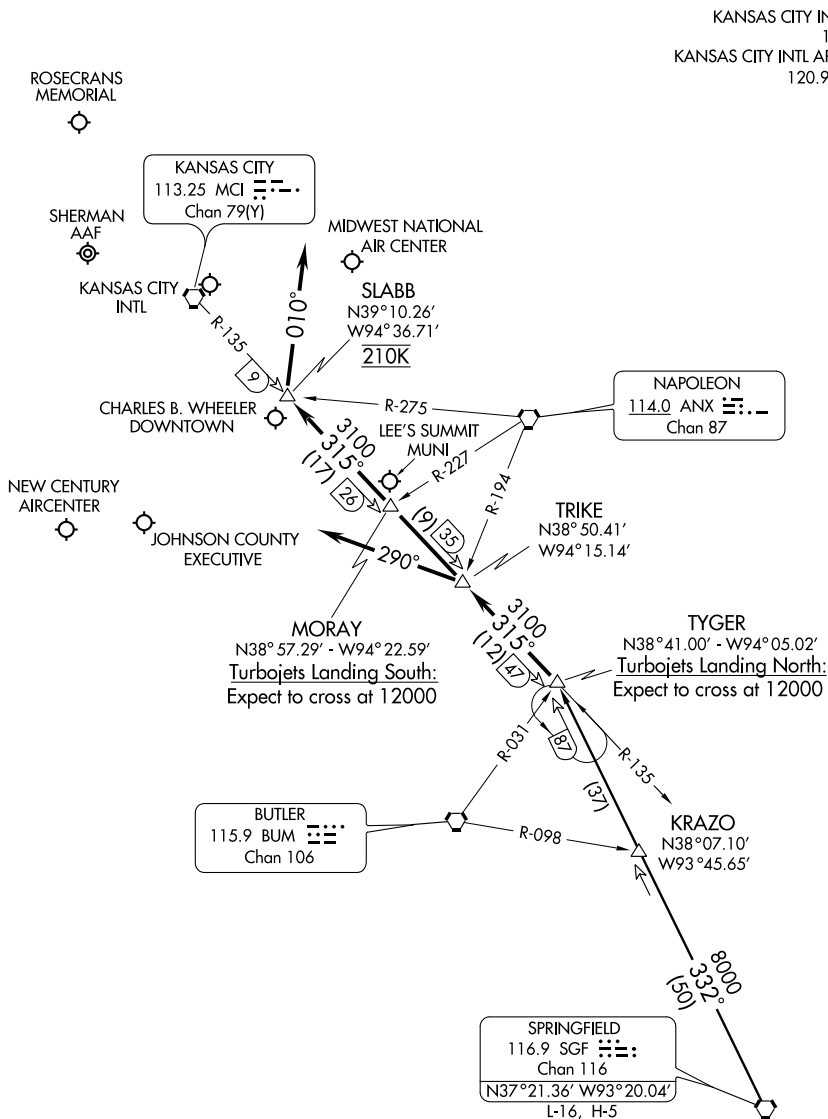
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

(TYGER.TYGER6) 08101 TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

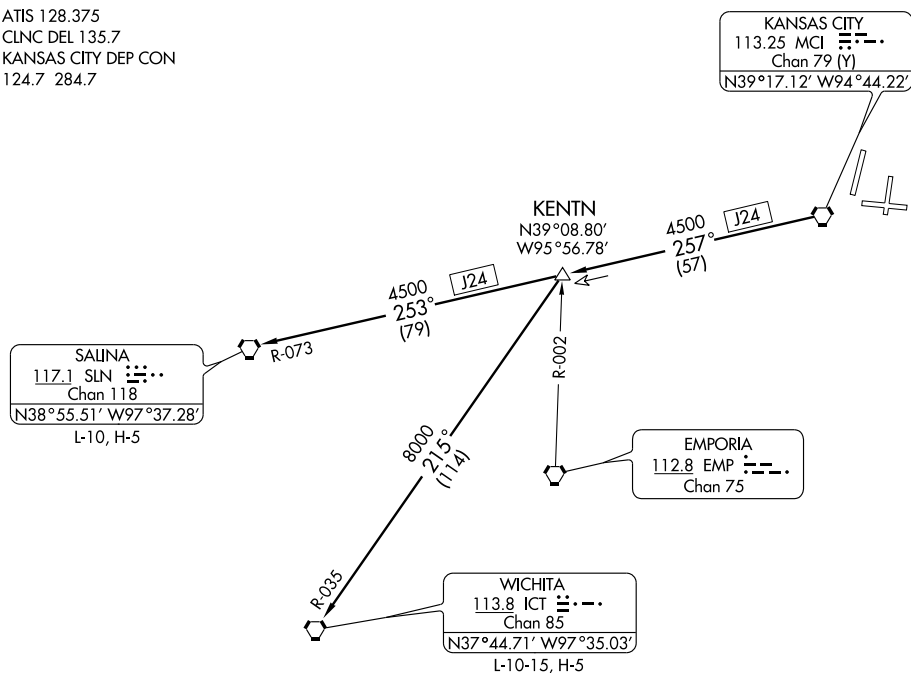
LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
124.7 284.7



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

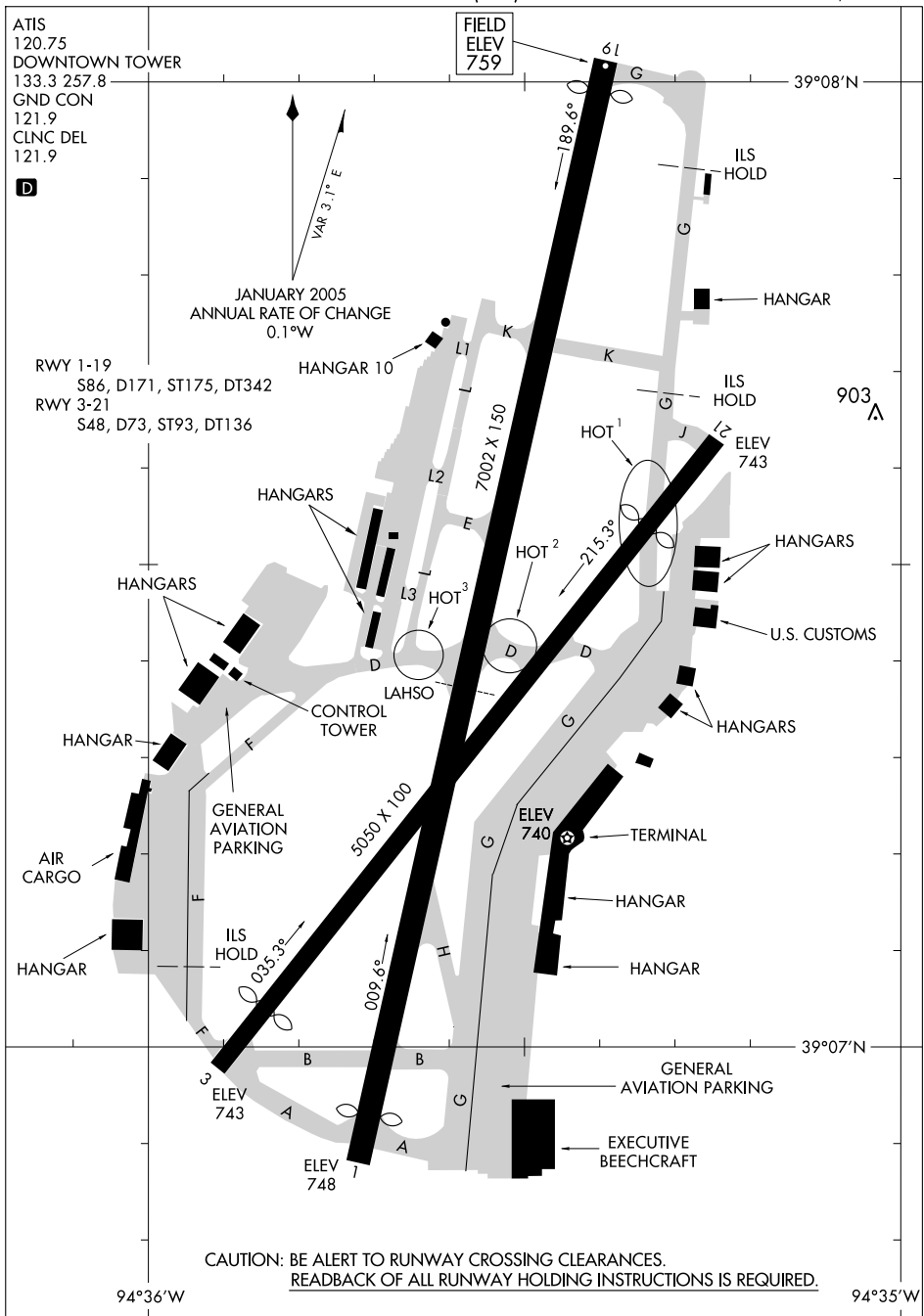
KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

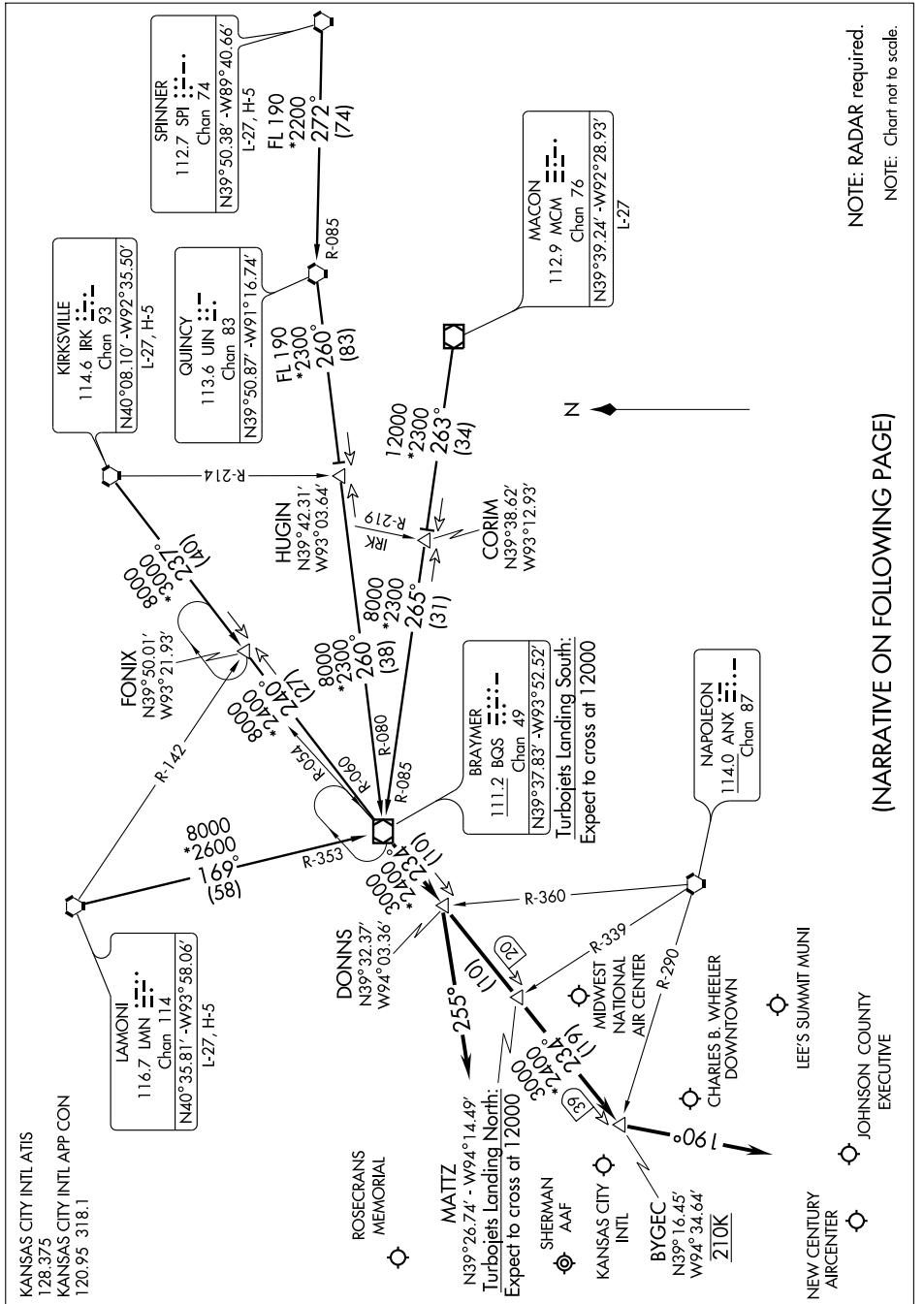
SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

AIRPORT DIAGRAM

KANSAS CITY/CHARLES B. WHEELER AIRPORT (MCK)
AL-213 (FAA) KANSAS CITY, MISSOURI





(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and

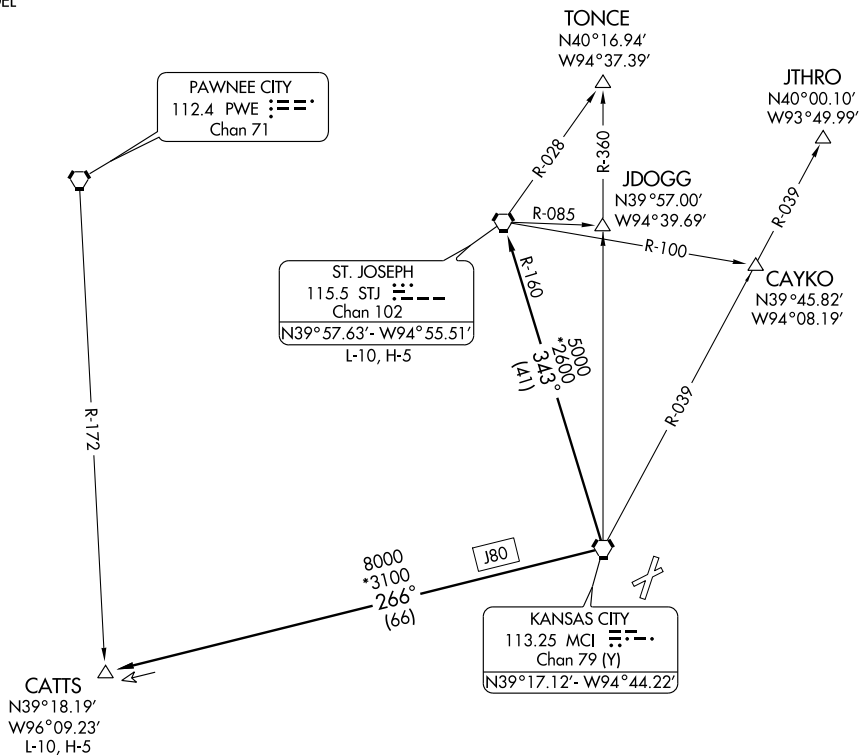
OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

CHIEF THREE DEPARTURE

ATIS
120.75
CLNC DEL
121.9



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

<p>▼ Circling NA east of Rwy 1 and 19.</p> <p>▲ If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DAs/MDAs 80 feet.</p>	<p>▼ Circling Cat C/D NA Rwy 3.</p> <p>▲ use Kansas City Intl altimeter setting</p> <p>▼ VGSJ and ILS glidepath not coincident.</p>	<p>▼ MISSED APPROACH: Climb to 3000 via RIS VOR/DME R-035 then direct ANA VORTAC and hold.</p>
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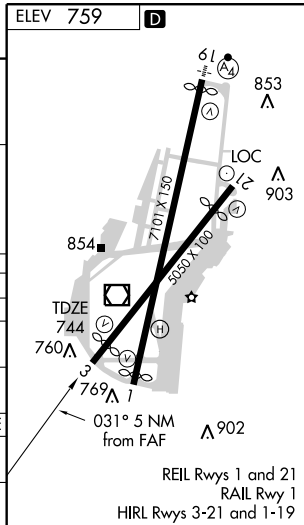
The diagram illustrates the Kansas City VOR/DME Fix, showing the alignment of the VOR station (KOCER) and the DME station (KSJC) with the Kansas City International Airport (KCI). The VOR station is located 1.1 NM from the DME station, and the DME station is 3.9 NM from the airport. The VOR station is also 2400 NM from the airport. The diagram includes the following data:

- OLATH INT RIS 16.9 RADAR**: 3000, 031°
- HEPTO INT RIS 11.2 RADAR**: 3000
- FENEN INT RIS 5.2 RADAR**: 2400
- KOCER RIS 4.1**: 2400
- ANX 114.0**: 3000, RIS R-035
- Procedure Turn NA**
- *2120 when using Kansas City Intl altimeter setting**
- *2040**: 2400
- GS 3.00° TCH 44**: (TIKGO)

CATEGORY	A	B	C	D
S-ILS 3	1049/50	305 (300-1)	NA	
S-LOC 3	2040/60 1296 (1300-1¼)	2040-1½ 1296 (1300-1½)	NA	
CIRCLING	2040/60 1281 (1300-1¼)	2040-1½ 1281 (1300-1½)	2040-3	1281 (1300-3)

KOCER FIX MINIMUMS # # DME from RIS VOR/DME

S-LOC 3	1240/50	496 (500-1)	NA	
CIRCLING	1400-1	641 (700-1)	1400-1¼ 641 (700-1¼)	1400-2 641 (700-2)



▼

▲

If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DAs/MDAs 80 feet.
Circling NA east of Rwy 1 and 19. Circling Cat C/D NA Rwy 3.
Inoperative table does not apply to S-LOC-19 Cat C.

MALSF

MISSED APPROACH: Climb to 1300 then climbing right turn to 3100 via RIS R-230 then left turn direct ANX VORTAC and hold.

ATIS 120.75	KANSAS CITY APP CON 118.4 294.7	DOWNTOWN TOWER 133.3 257.8	GND CON 121.9	CLNC DEL 121.9
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1300

3100

ANX

RIS

R-230

111.4

114.0

KENZY LOM

RIS 6.2

Remain within 10 NM

RIS 0.8

2547

008°

188°

2600

2600

GS 3.00°

TCH 46

5.4 NM

CATEGORY	A	B	C	D
S-ILS 19	1007/40 250 (300-¾)			
S-LOC 19	1300/40 543 (600-¾)	1300-1½ 543 (600-1½)	1300-1¾ 543 (600-1¾)	
CIRCLING	1380-1 621 (700-1)	1400-1 641 (700-1)	1400-1¾ 641 (700-1¾)	1400-2 641 (700-2)

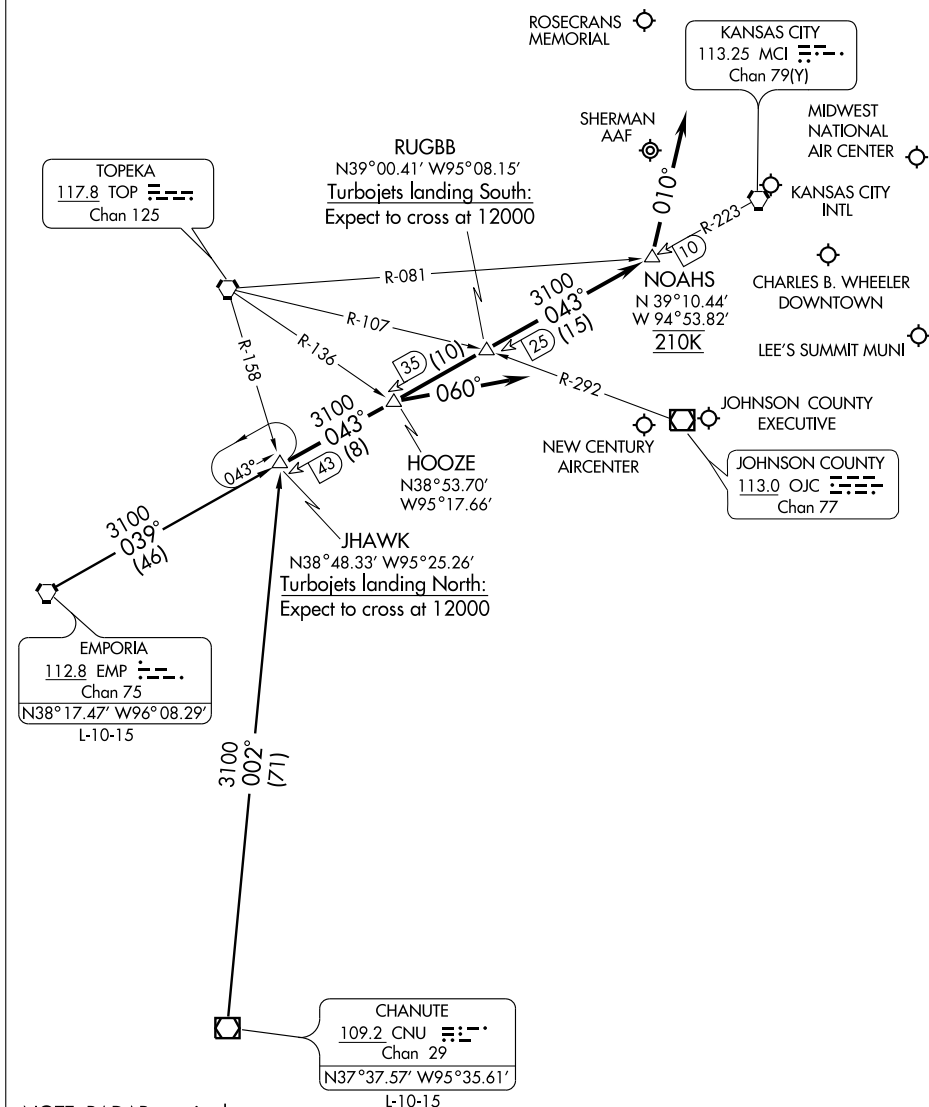
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NC-3, 17 DEC 2009 to 14 JAN 2010

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....

Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

....Expect radar vectors to final approach course.

LAKES FIVE DEPARTURE

TAKE-OFF MINIMUMS

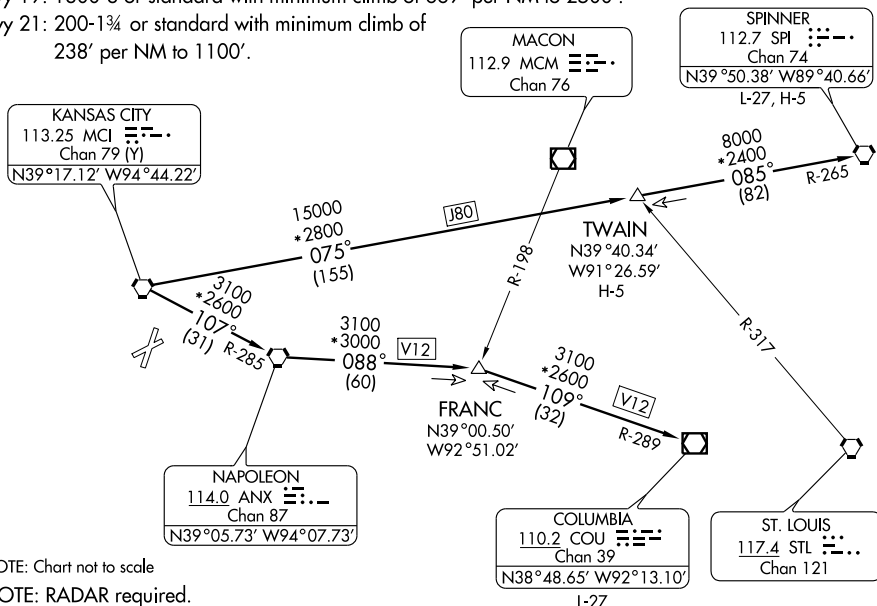
Rwy 1: 400-2 ¼ or standard with minimum climb of 335' per NM to 2000'.

Rwy 3: 400-2½ or standard with minimum climb of 235' per NM to 1900'.

Rwy 19: 1300-3 or standard with minimum climb of 669' per NM to 2500'.

Rwy 21: 200-1¾ or standard with minimum climb of 238' per NM to 1100'.

ATIS
120.75
CLNC DEL
121.9



NOTE: Chart not to scale

NOTE: RADAR required.

NOTE: DME required for TWAIN and SPINNER transitions.

TAKE-OFF OBSTACLE NOTES

Rwy 1: Multiple roads, trees, buildings, and towers beginning at DER, 135' left of centerline, up to 100' AGL/1079' MSL.
OL on elevator 3663' from DER, 1231' right of centerline, 172' AGL/912' MSL.

Rwy 3: Multiple roads, railroads, poles, buildings, and obstruction lights beginning 40' from DER, 240' right of centerline, up to 94' AGL/853' MSL.

OL on elevator 829' from DER, 478' right of centerline, 125' AGL/865' MSL.
Crane T 2.1 NM from DER, 3151' right of centerline, 296' AGL/1110' MSL.

Rwy 19: Multiple trees, towers, buildings, and obstruction lights beginning 282' from DER, 279' right of centerline, up to 291' AGL/1251' MSL.

Rwy 21: Multiple bridge, levee, trees, cranes, towers, and buildings 205' from DER, 476' right of centerline, up to 118' AGL/858' MSL.

OL on elevator 5178' from DER, 803' left of centerline, 148' AGL/896' MSL.
Stack 1.3 NM from DER, 589' left of centerline, 198' AGL/948' MSL.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.CO.U): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT. then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

NDB RWY 19

LOM MK	APP CRS	Rwy Idg	6901
344	188°	TDZE	757
		Apt Elev	759

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

⚠ Circling NA east of Rwy 1 and 19. Circling Cat C/D NA Rwy 3.

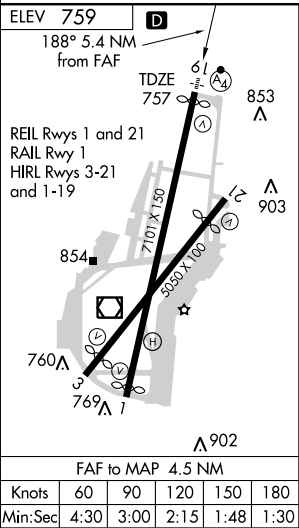
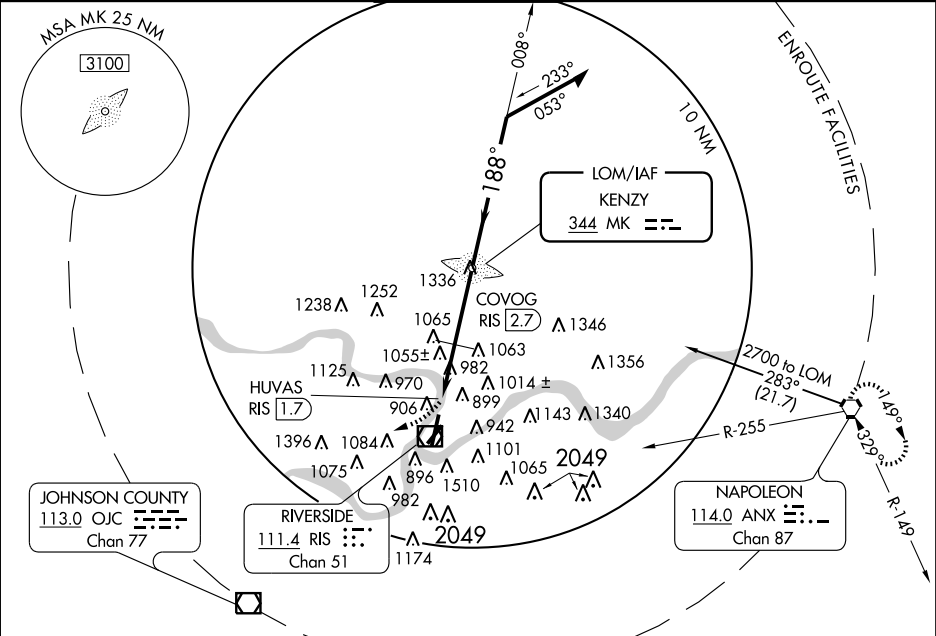
⚠ Inoperative table does not apply.

If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDAs 80 feet.

MALSF

MISSED APPROACH: Climbing right turn to 3100 on heading 240° then left turn via ANX R-255 to ANX VORTAC and hold.

ATIS 120.75	KANSAS CITY APP CON 118.4 294.7	DOWNTOWN TOWER 133.3 257.8	GND CON 121.9	CLNC DEL 121.9
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3100

ANX R-255 114.0

LOM

Remain within 10 NM

008°

188°

2600

2600

1440*

* 1520 when using Kansas City Intl altimeter setting.

HUVAS RIS 1.7

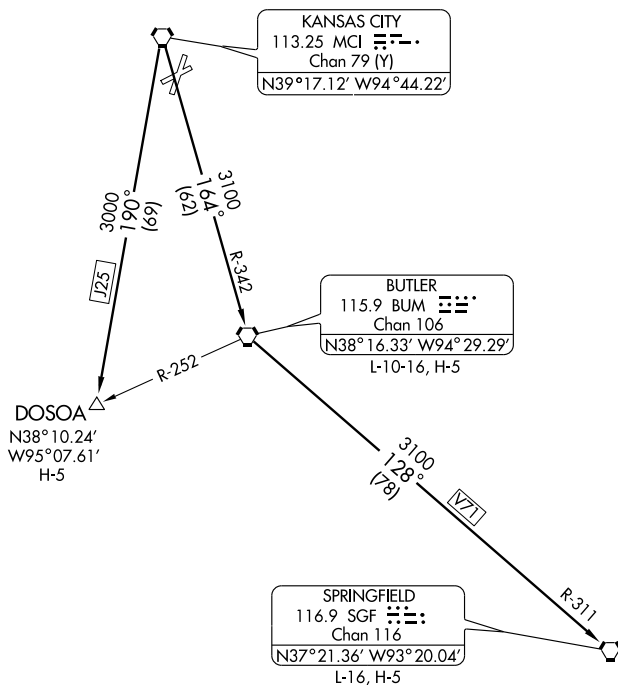
COVOG RIS 2.7

≤ 3.14° TCH 46

0.9 1 NM 3.5 NM

CATEGORY	A	B	C	D
S-19	1440/50	683 (700-1)	1440-2 683 (700-2)	1440-2 ¼ 683 (700-2 ¼)
CIRCLING	1440-1	681 (700-1)	1440-2 681 (700-2)	1440-2 ¼ 681 (700-2 ¼)
DME MINIMUMS				
S-19	1400/50	643 (700-1)	1400-1 ¼ 643 (700-1 ¼)	1400-2 643 (700-2)
CIRCLING	1400-1	641 (700-1)	1400-1 ¼ 641 (700-1 ¼)	1400-2 641 (700-2)

ATIS
120.75
CLNC DEL
121.9



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

WAAS CH 50112 W03A	APP CRS 033°	Rwy Idg TDZE 4550 Apt Elev 744 759
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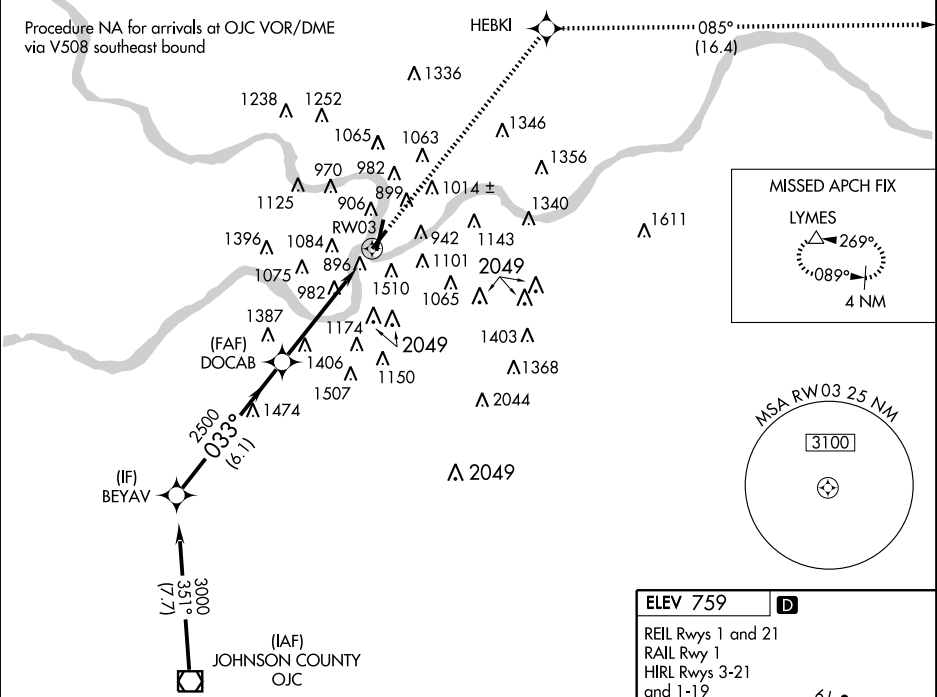
RNAV (GPS) RWY 3

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

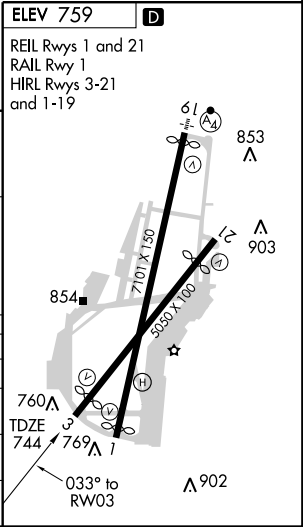
⚠ DME/DME RNP-0.3 NA.
⚠ Circling NA east of Rwy 1 and 19. Circling Cat C/D NA Rwy 3.
VDP NA with Kansas City Intl altimeter setting.
When VGSI inoperative, circling Rwy 19 and 21 NA at night.
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DAs/MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct HEBKI and via 085° track to LYMES and hold.

ATIS 120.75	KANSAS CITY APP CON 118.4 294.7	DOWNTOWN TOWER 133.3 257.8	GND CON 121.9	CLNC DEL 121.9
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Procedure Turn NA	BEYAV	3000	033°	DOCAB	2500	6.1 NM	2.6 NM	2.7 NM	RW03	*2.7 NM to RW03	*LNAV only	<div><div>3000</div><div>↑</div></div>	<div><div>HEBKI</div><div>✦</div></div>	<div><div>085° track</div></div>	<div><div>LYMES</div><div>△</div></div>
GS 3.00° TCH 50															
CATEGORY	A	B			C	D									
LPV DA	1100/60	356 (400-1¼)			NA										
LNAV/ VNAV DA	NA														
LNAV MDA	1660/60	916 (1000-1¼)			NA										
CIRCLING	1660-1¼	901 (1000-1¼)			1660-2¾ 901 (1000-2¾)	1660-3 901 (1000-3)									



APP CRS	Rwy Idg	4351
222°	TDZE	744
	Apt Elev	759

RNAV (GPS) RWY 21

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)



DME/DME RNP-0.3 NA

Circling NA east of Rwy 1 and 19. Circling Cat C/D NA Rwy 3. When VGSI inoperative, procedure NA at night.

If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2900 direct HOTVA then climb to 3700 via 134° track to JOLOG then via 057° track to ANX VORTAC and hold.

ATIS
120.75

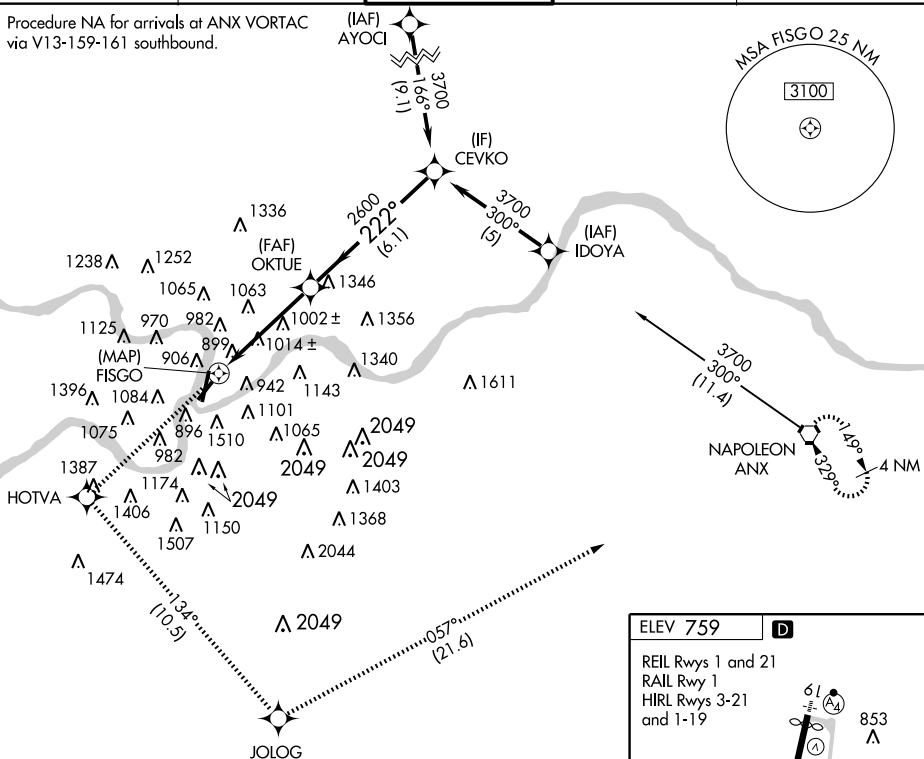
KANSAS CITY APP CC
118.4 294.7

DOWNTOWN TOWER
133.3 257.8

GND CON
121.9

CLNC DEL
121.9

Procedure NA for arrivals at ANX VORTAC
via V13-159-161 southbound.

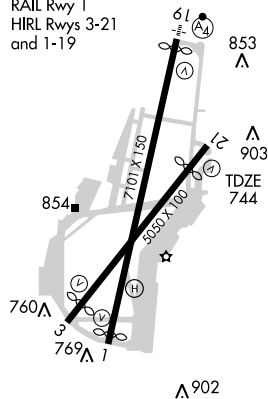


NC-3. 17 DEC 2009 to 14 JAN 2010

ELEV 759



REIL Rwy 1 and 21
RAIL Rwy 1
HIRL Rwy 3-21
and 1-19



A 902

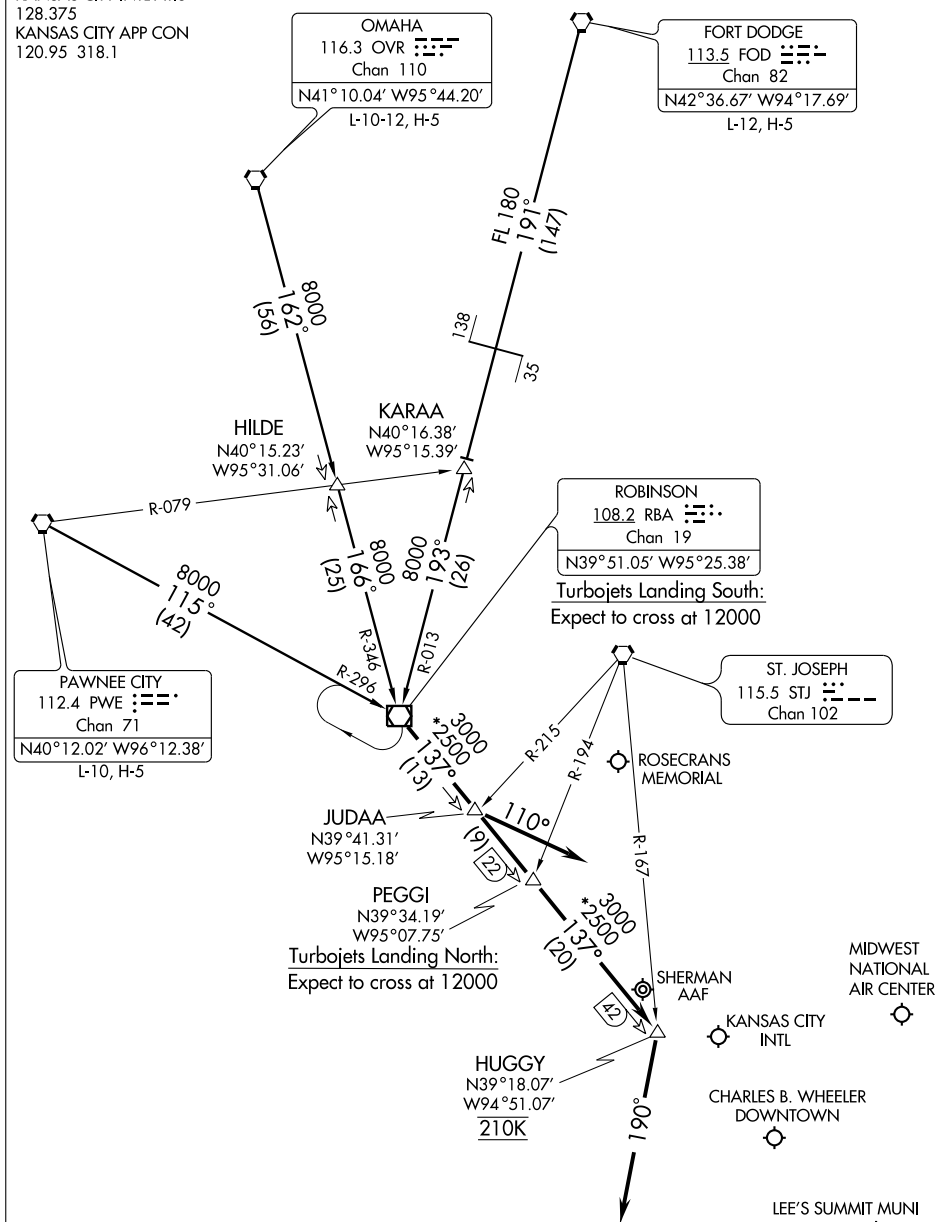
CATEGORY	A	B	C	D
LNAV MDA	1620-1 876 (900-1)	1620-1¼ 876 (900-1¼)	NA	
CIRCLING	1620-1 861 (900-1)	1620-1¼ 861 (900-1¼)	1620-2½ 861 (900-2½)	1620-2¾ 861 (900-2¾)

ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NC-3, 17 DEC 2009 to 14 JAN 2010

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NEW CENTURY
AIRCENTERJOHNSON COUNTY
EXECUTIVE

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW

CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

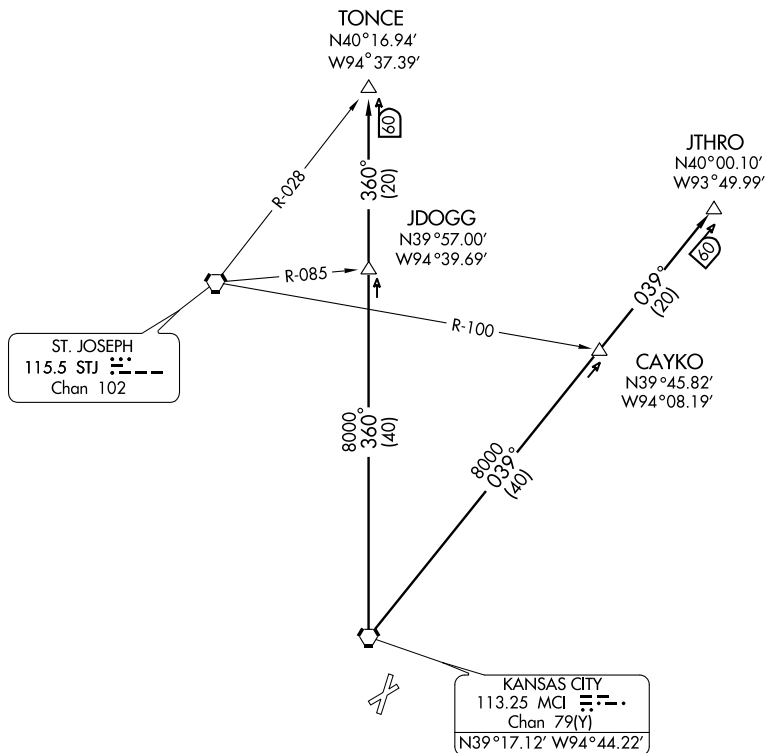
. . . . Expect radar vector to final approach course.

ROYAL THREE DEPARTURE

SL-213 (FAA)

KANSAS CITY, MISSOURI

ATIS 120.75
CLNC DEL 121.9



NOTE: Chart not to scale

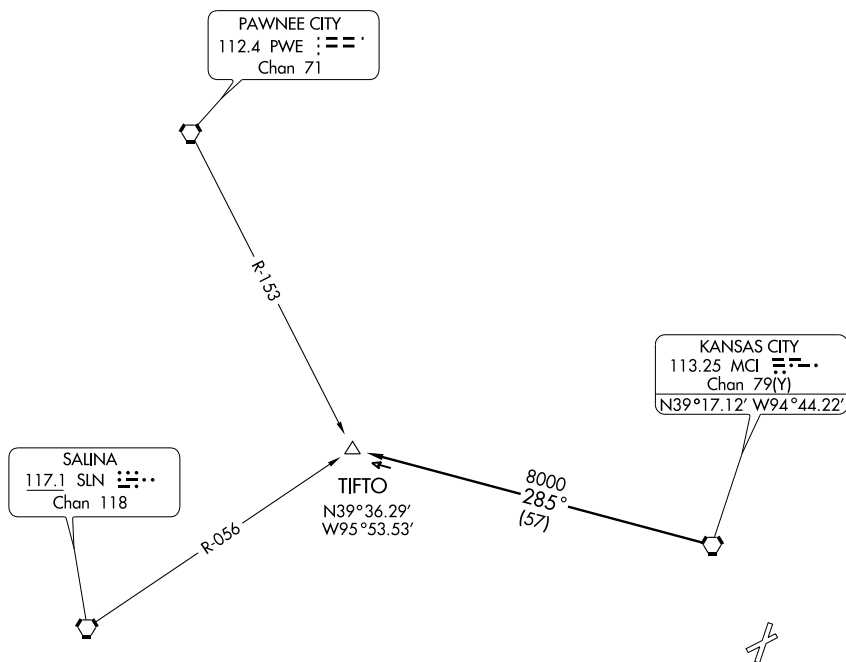
DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

ATIS 120.75
CLNC DEL 121.9



NOTE: Chart not to scale



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

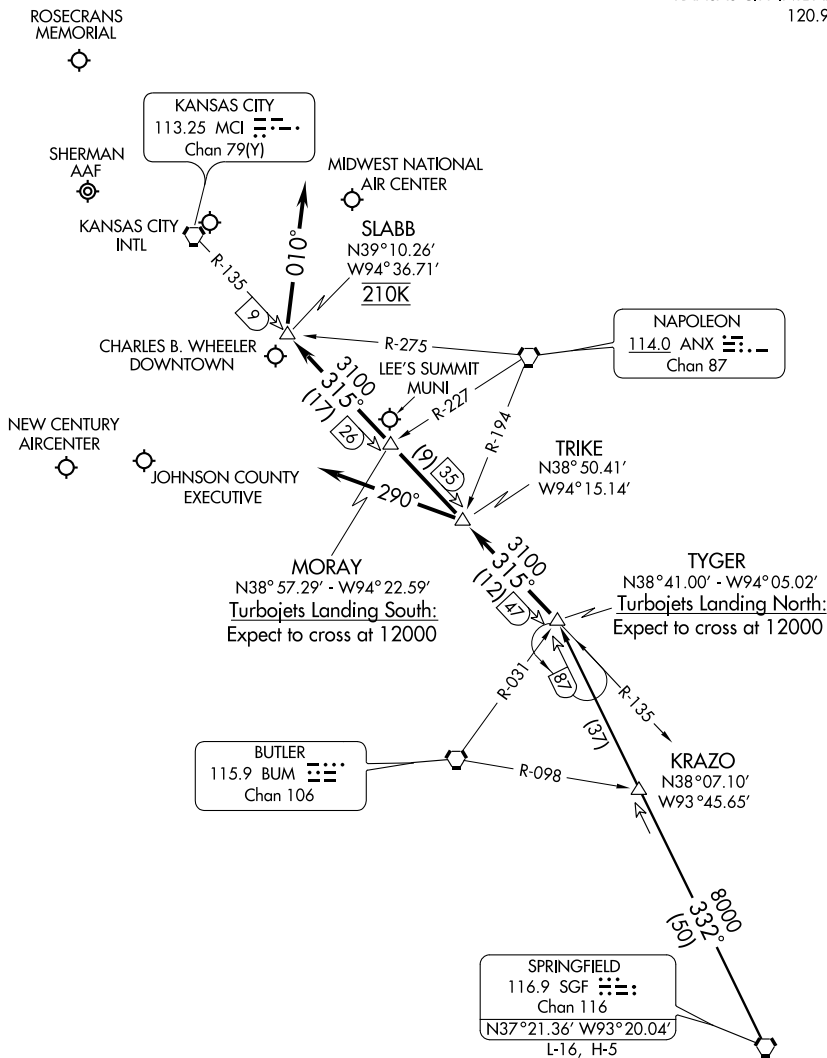
TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

(TYGER.TYGER6) 08101 TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

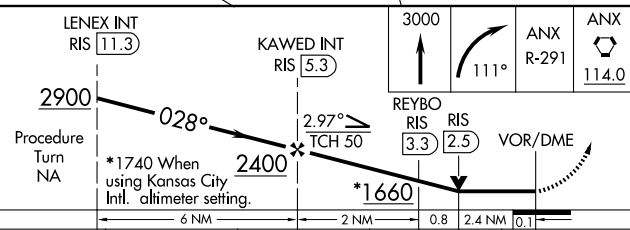
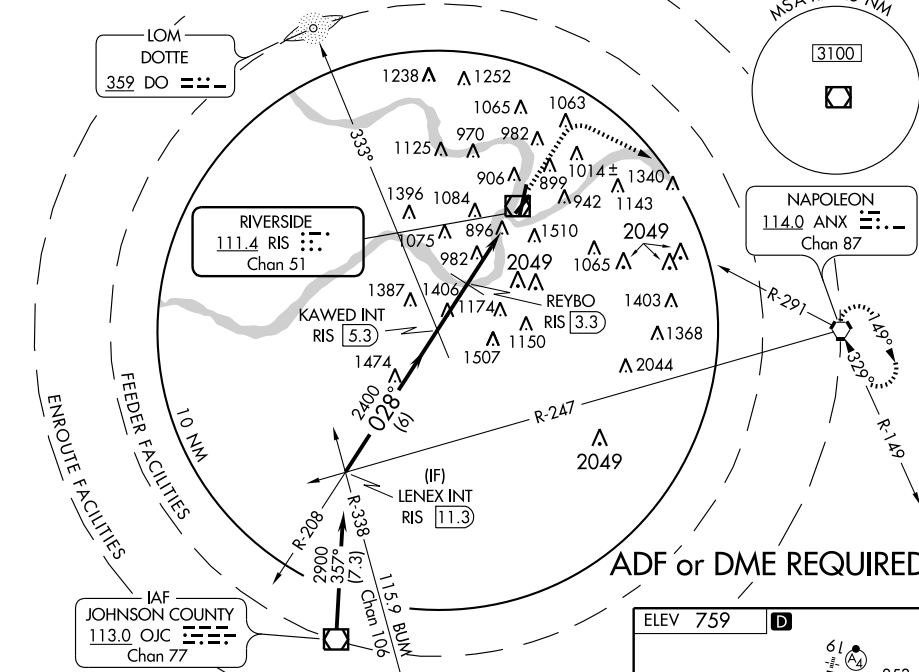
....Expect radar vectors to final approach course.

NA Circling NA east of Rwy 1 and 19. Circling Cat C/D NA Rwy 3.
If local altimeter setting not recieved, use Kansas City Intl altimeter setting and increase all MDAs 80 feet.
VDP NA when using Kansas City Intl altimeter setting.

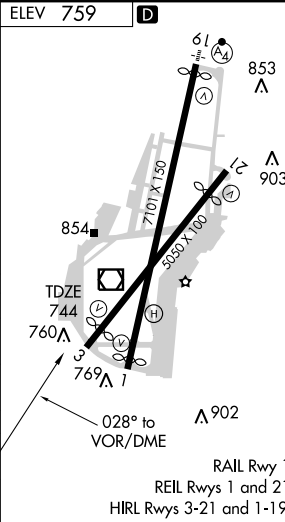
MISSED APPROACH: Climb to 3000 then right turn via heading 111° and ANX R-291 to ANX VORTAC and hold.

ATIS 120.75	KANSAS CITY APP CON 118.4 294.7	DOWNTOWN TOWER 133.3 257.8	GND CON 121.9	CLNC DEL 121.9
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Procedure NA for arrivals at OJC VOR/DME via V10-12 southwest bound.



CATEGORY	A	B	C	D
S-3	1660/60	916 (1000-1¼)	NA	
CIRCLING	1660-1¼	901 (1000-1¼)	1660-2¾ 901 (1000-2¾)	1660-3 901 (1000-3)
REYBO FIX MINIMUMS				
S-3	1540/50 796 (800-1)	1540/60 796 (800-1¼)	NA	
CIRCLING	1540-1 781 (800-1)	1540-1¼ 781 (800-1¼)	1540-2¼ 781 (800-2¼)	1540-2½ 781 (800-2½)



▼

Circling NA east of Rwy 1 and 19. Circling Cat C/D NA Rwy 3.

▲

If local altimeter setting not received, use Kansas City Intl altimeter settings and increase all MDAs 80 feet. Inoperative table does not apply.

MALSF

MISSED APPROACH: Climbing right turn to 3100 on heading 222°, then left turn via ANX R-250 to ANX VORTAC and hold.

ATIS 120.75	KANSAS CITY APP CON 118.4 294.7	DOWNTOWN TOWER 133.3 257.8	GND CON 121.9	CINC DEL 121.9
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MSA RIS 25 NM

RIVERSIDE
111.4 RIS
Chan 51

JOHNSON COUNTY
113.0 OJC
Chan 77

NAPOLEON
114.0 ANX
Chan 87

ENROUTE FACILITIES

10 NM

193°

238°

058°

1336

1238

1252

1065

982

1125

970

906

1396

1084

1075

982

1510

2049

1406

1174

1150

1403

1065

1101

942

1143

1340

1611

2049

1346

1356

2700

281°

(21.2)

R-250

R-149

R-281

R-013

(IAF) JAMES INT
RIS 5.4

ELEV 759

193° to VOR/DME

TDZE 757

853

854

760

769

7101 X 150

5055 X 100

902

REIL Rwy 1 and 21

RAIL Rwy 1

HIRL Rwy 3-21 and 1-19

3100	ANX R-250	ANX 114.0	JAMES INT RIS 5.4	Remain within 10 NM
222°				
VOR/DME				
3.50°				
TCH 46				
2500				
013°				
193°				
2600				
VGSI and descent angles not coincident.				
0.8	4.6 NM			
CATEGORY	A	B	C	D
S-19	1400/50	643 (700-1)	1400-1¾ 643 (700-1¾)	1400-2 643 (700-2)
CIRCLING	1400-1	641 (700-1)	1400-1¾ 641 (700-1¾)	1400-2 641 (700-2)

NC-3. 17 DEC 2009 to 14 JAN 2010

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

- MISSED APPROACH:** Climbing right turn to 3100 on heading 233° then left turn to ANX VORTAC via R-250 and hold.

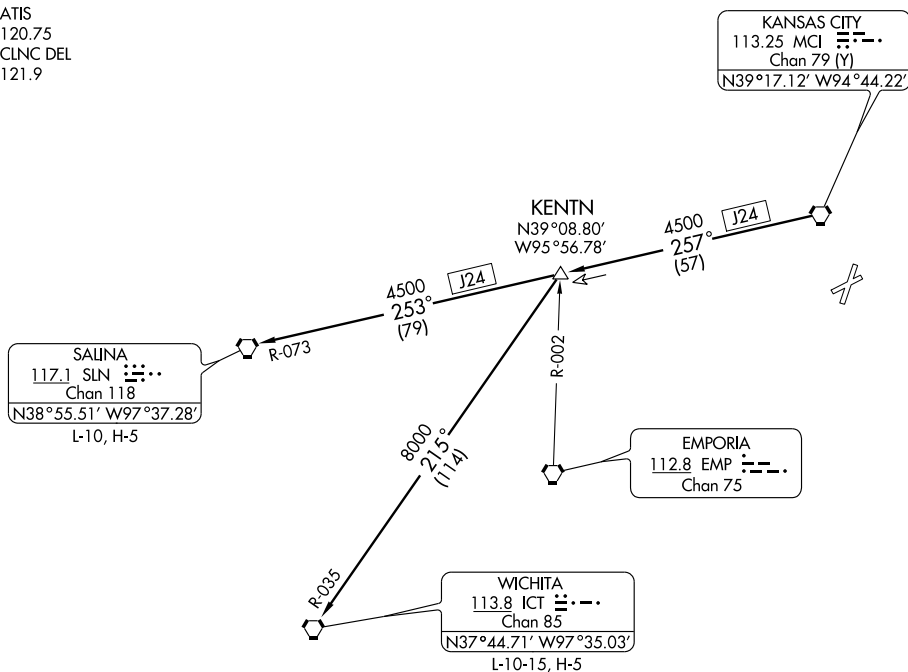
[illegible]

			*1680 when using Kansas City Intl altimeter setting.			
			MAPAL INT RIS <u>6.5</u>	CILAY INT RIS <u>12.8</u>		
			CABBS INT RIS <u>3</u>	$\leq 3.26^\circ$ TCH 57'	218°	<u>2900</u>
			<u>1600*</u>	2900	Procedure Turn NA	
	0.5	2.5 NM	3.5 NM	6.2 NM		
CATEGORY	A		B	C	D	
S-21	1600-1 856 (900-1)		1600-1 $\frac{1}{4}$ 856 (900-1 $\frac{1}{4}$)	NA		
CIRCLING	1600-1 841 (900-1)		1600-1 $\frac{1}{4}$ 841 (900-1 $\frac{1}{4}$)	1600-2 $\frac{1}{2}$ 841 (900-2 $\frac{1}{2}$)	1600-2 $\frac{3}{4}$ 841 (900-2 $\frac{3}{4}$)	
CABBS FIX MINIMUMS						
S-21	1320-1 576 (600-1)			NA		
CIRCLING	1380-1 621 (700-1)		1400-1 641 (700-1)	1400-1 $\frac{3}{4}$ 641 (700-1 $\frac{3}{4}$)	1400-2 641 (700-2)	

REIL Rwys 1 and 21
RAIL Rwy 1
HIRL Rwys 3-21 and 1-19

WILDCAT TWO DEPARTURE

ATIS
120.75
CLNC DEL
121.9



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

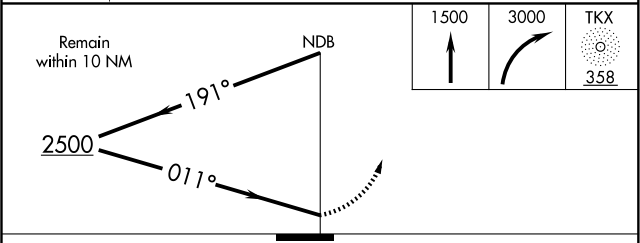
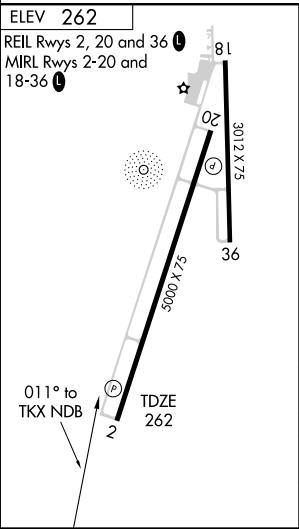
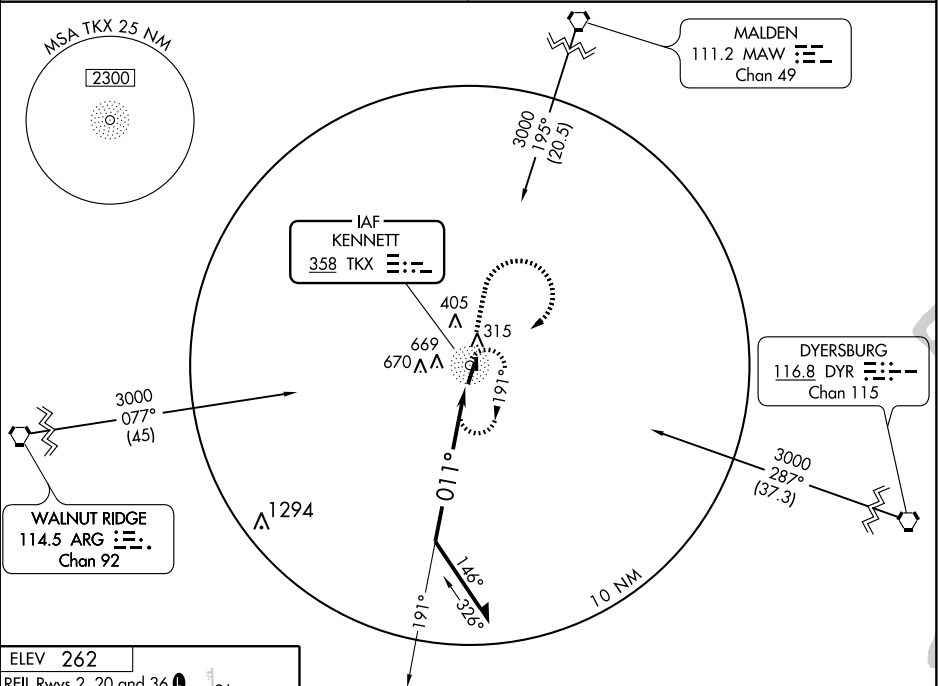
SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

NDB TKX	APP CRS	Rwy Idg	5000
358	011°	TDZE	262
		Apt Elev	262

NDB RWY 2
KENNETT MEMORIAL (TKX)

<div><div>▼</div><div>NA</div></div> <div>Circling NA to Rwy 36 at night. Obtain local altimeter on CTAF; when not received, use Blytheville Muni altimeter setting.</div>	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct TKX NDB and hold.
MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) 1

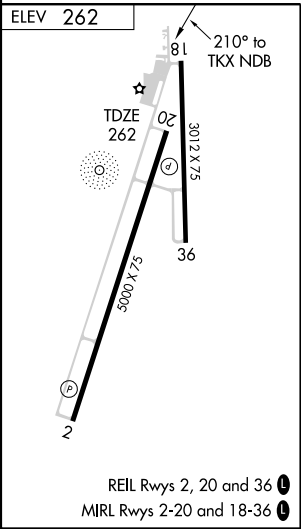
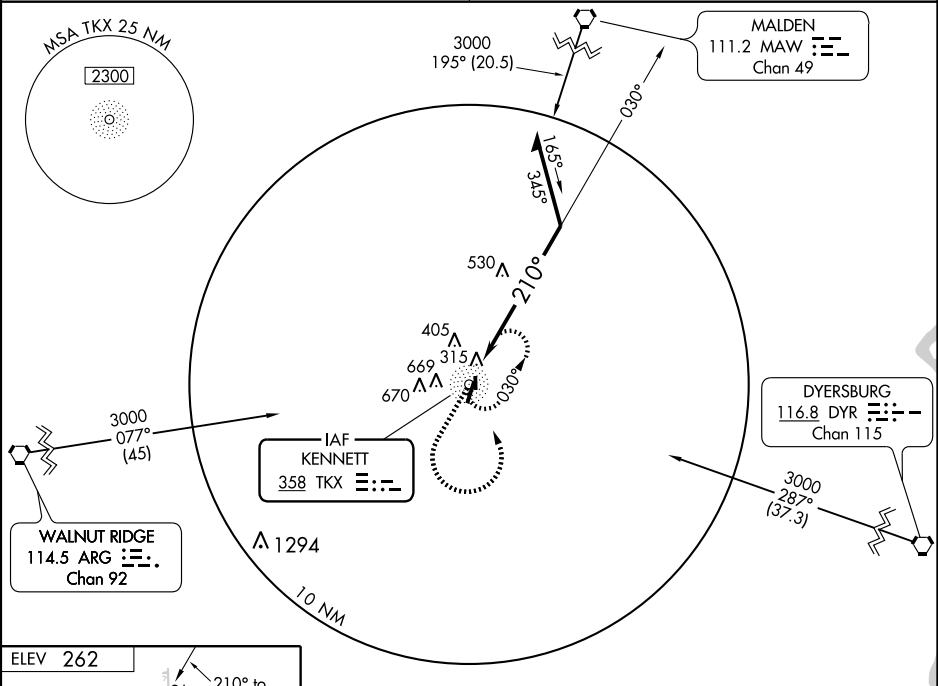


CATEGORY	A	B	C	D
S-2	1080-1 818 (900-1)	1080-1¼ 818 (900-1¼)	1080-2½ 818 (900-2½)	NA
CIRCLING	1080-1 818 (900-1)	1080-1¼ 818 (900-1¼)	1080-2½ 818 (900-2½)	NA
BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS				
S-2	1120-1 858 (900-1)	1120-1¼ 858 (900-1¼)	1120-2½ 858 (900-2½)	NA
CIRCLING	1120-1 858 (900-1)	1120-1¼ 858 (900-1¼)	1120-2½ 858 (900-2½)	NA

NDB TKX	APP CRS	Rwy Idg	5000
358	210°	TDZE	262
		Apt Elev	262

NDB RWY 20
KENNETT MEMORIAL (TKX)

<p>⚠ Circling NA west of Rwy 2 and 18. ⚠ Circling NA to Rwy 36 at night. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting.</p>	<p>MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct TKX NDB and hold.</p>
<p>MEMPHIS CENTER 120.075 289.4</p>	<p>UNICOM 122.8 (CTAF) 0</p>



	1500	3000	TKX 358	
				NDB
				Remain within 10 NM
				030°
				210°
				2400
CATEGORY	A	B	C	D
S-20	940-1	678 (700-1)	940-2 678 (700-2)	NA
CIRCLING	940-1	678 (700-1)	940-2 678 (700-2)	NA
BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS				
S-20	980-1	718 (800-1)	980-2 718 (800-2)	NA
CIRCLING	980-1	718 (800-1)	980-2 718 (800-2)	NA

RNAV (GPS) RWY 2

KENNETT MEMORIAL (TKX)

APP CRS	Rwy Idg	5000
029°	TDZE	262
	Apt Elev	262

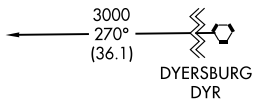
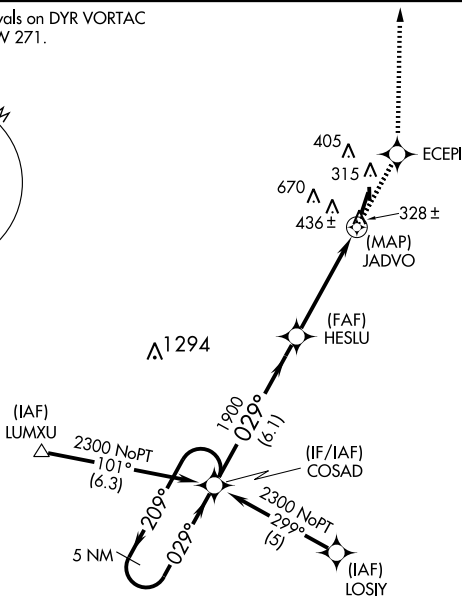
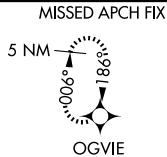
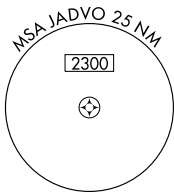
V DME/DME RNP-0.3 NA.
A NA Circling NA west of Rwy 2 and 18. Circling NA to Rwy 36 at night.
Obtain local altimeter setting on CTAF; when not received, use
Blytheville Muni altimeter setting.
VDP NA when using Blytheville Muni altimeter setting.

MISSED APPROACH: Climb to 2300 direct ECEP and via 001° track to OGVLE and hold.

MEMPHIS CENTER
120,075 289.4

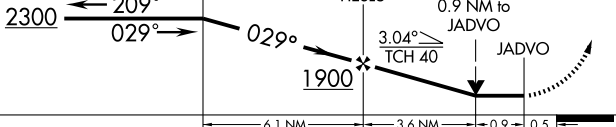
UNICOM
122.8 (CTAF) **L**

Procedure NA for arrivals on DYR VORTAC
airway radials 232 CW 271.

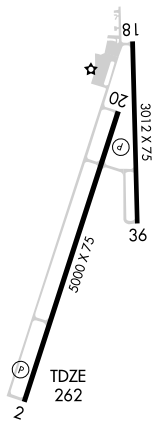


5 NM
Holding Pattern

COSAD



CATEGORY	A	B	C	D
LNAV MDA	740-1	478 (500-1)	740-1½ 478 (500-1½)	NA
CIRCLING	740-1	478 (500-1)	740-1½ 478 (500-1½)	NA
BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS				
LNAV MDA	800-1	538 (600-1)	800-1½ 538 (600-1½)	NA
CIRCLING	800-1	538 (600-1)	800-1½ 538 (600-1½)	NA



REIL Rwys 2, 20 and 36 **L**
MIRL Rwys 2-20 and 18-36 **L**

APP CRS	Rwy Idg	5000
186°	TDZE	262
	Apt Elev	262

RNAV (GPS) RWY 20

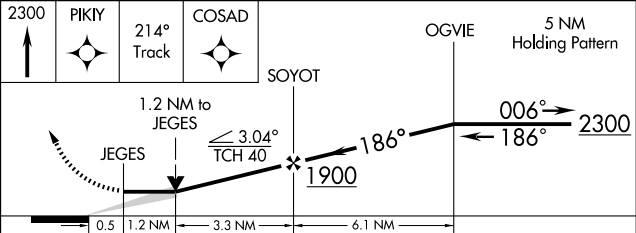
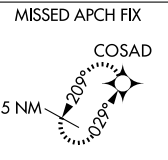
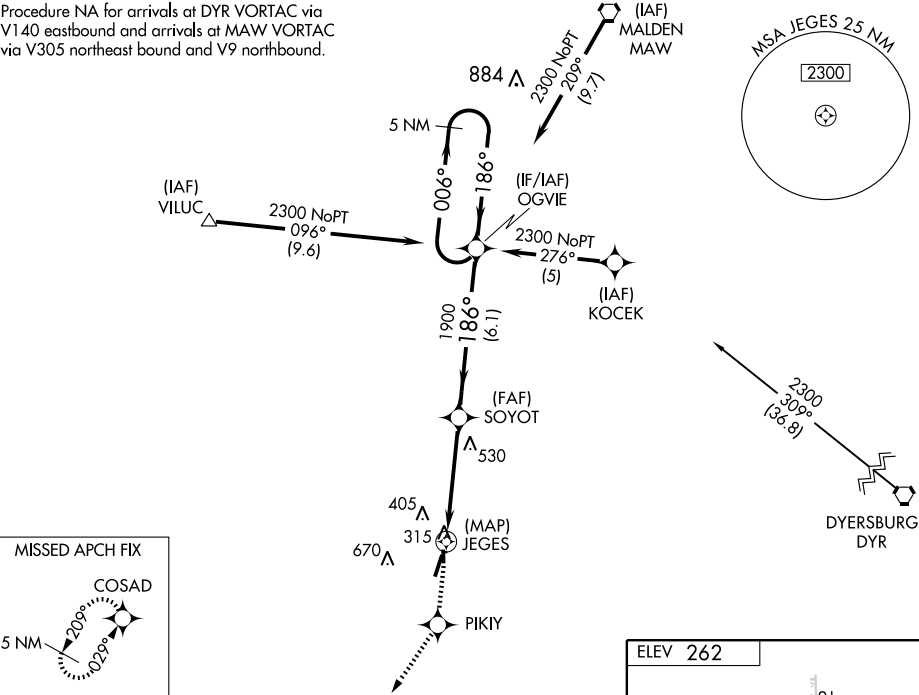
Kennett Memorial (TKX)

NA DME/DME RNP-0.3 NA. Circling NA to Rwy 36 at night. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting. Circling NA west of Rwy 2 and 18. VDP NA when using Blytheville Muni altimeter setting.

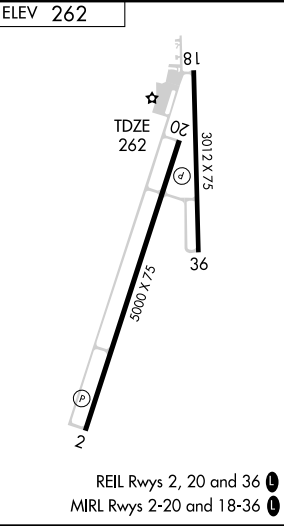
MISSED APPROACH: Climb to 2300 direct PIKIY and via 214° track to COSAD and hold.

MEMPHIS CENTER	UNICOM
120.075 289.4	122.8 (CTAF) 0

Procedure NA for arrivals at DYR VORTAC via V140 eastbound and arrivals at MAW VORTAC via V305 northeast bound and V9 northbound.



CATEGORY	A	B	C	D
LNAV MDA	840-1 578 (600-1)	840-1½ 578 (600-1½)	840-1½ 578 (600-1½)	NA
CIRCLING	840-1 578 (600-1)	840-1½ 578 (600-1½)	840-1½ 578 (600-1½)	NA
BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS				
LNAV MDA	880-1 618 (700-1)	880-1¾ 618 (700-1¾)	880-1¾ 618 (700-1¾)	NA
CIRCLING	880-1 618 (700-1)	880-1¾ 618 (700-1¾)	880-1¾ 618 (700-1¾)	NA



VORTAC MAW	APP CRS	Rwy Idg	5000
111.2	194°	TDZE	262
Chan 49		Apt Elev	262

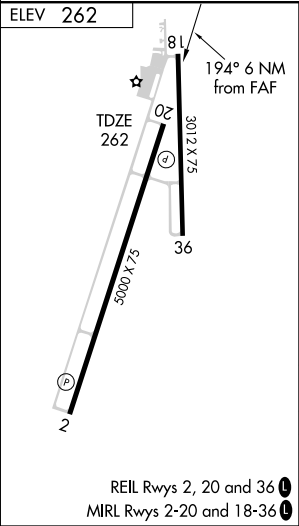
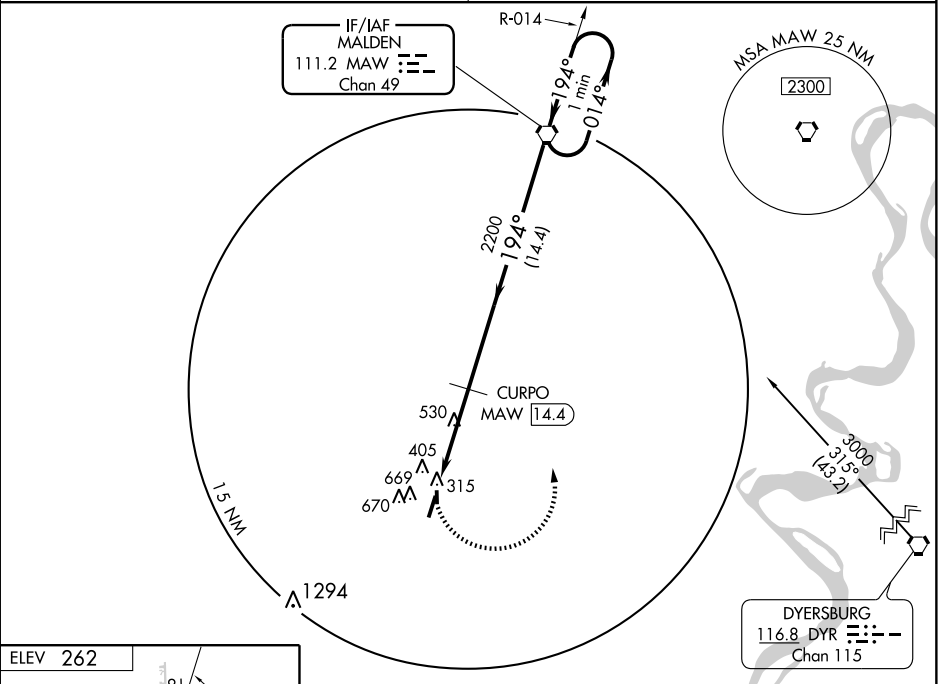
VOR/DME RWY 20
KENNETT MEMORIAL (TKX)

NA


Circling NA west of Rwy 2 and 18.
Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct MAW VORTAC and hold.


MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) 0
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3000



MAW



111.2

CURPO

MAW

14.4

VORTAC

One Minute Holding Pattern

MAW

20.4

2.99°

TCH 40

194°

194°

014°

3000

2200

6 NM

14.4 NM

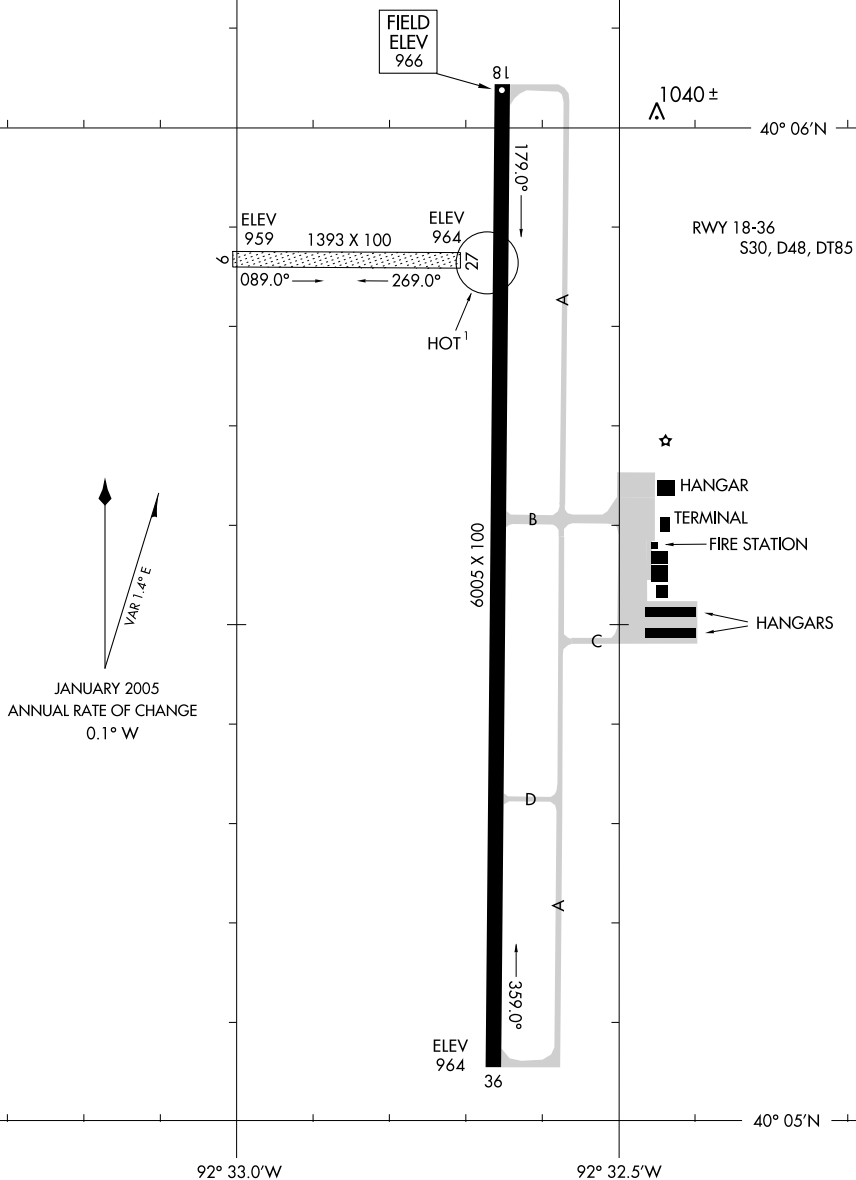
CATEGORY	A	B	C	D
S-20	900-1 638 (700-1)	900-1¼ 638 (700-1¼)	900-1¾ 638 (700-1¾)	NA
CIRCLING	900-1 638 (700-1)	900-1¼ 638 (700-1¼)	900-1¾ 638 (700-1¾)	NA

BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS

S-20	940-1 678 (700-1)	940-1¼ 678 (700-1¼)	940-2 678 (700-2)	NA
CIRCLING	940-1 678 (700-1)	940-1¼ 678 (700-1¼)	940-2 678 (700-2)	NA

AIRPORT DIAGRAM

AL-217 (FAA)

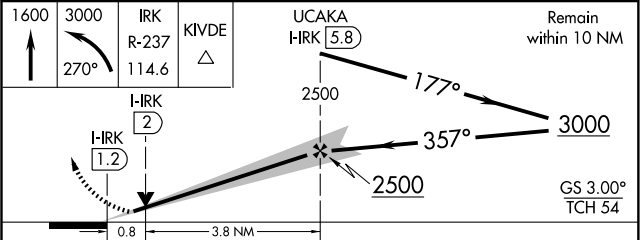
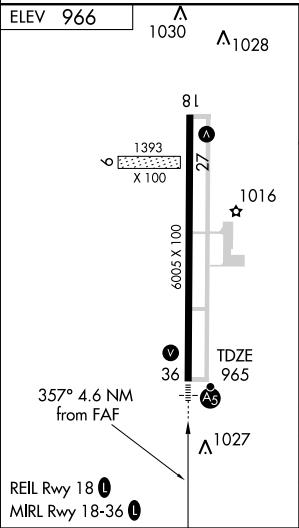
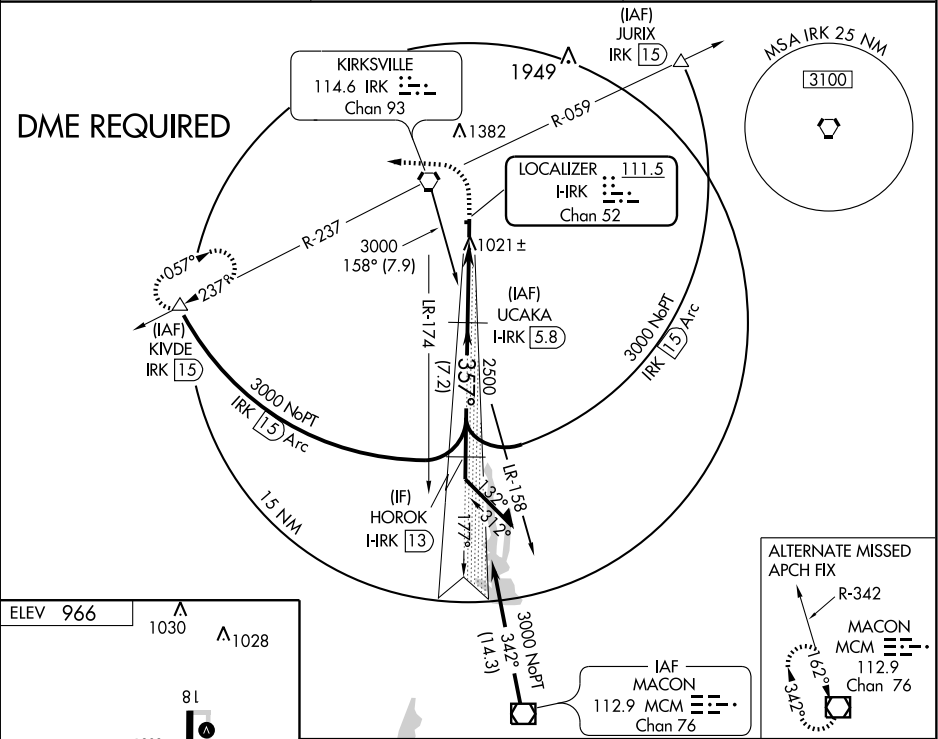
KIRKSVILLE RGNL (IRK)
KIRKSVILLE, MISSOURIASOS
121.125
CTAF/UNICOM
122.8

LOC/DME I-IRK	APP CRS	Rwy Idg	6005
111.5	357°	TDZE	965
Chan 52		Apt Elev	966

ILS or LOC/DME RWY 36
KIRKSVILLE RGNL (IRK)

<p>When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all DA 158 feet, and all MDA 160 feet; increase S-ILS 36 all Cats, S-LOC 36 Cats C and D and Circling Cats C and D visibility ¼ mile. VDP NA when using Ottumwa Industrial altimeter setting. For inoperative MALSR when using Ottumwa Industrial altimeter setting, increase S-ILS 36 all Cats visibility ¼ mile, and S-LOC 36 Cat D visibility to 1½. DME Required. For inoperative MALSR, increase S-LOC 36 Cat D visibility ¼ mile.</p>	<p>MALSR</p> <p>A5</p>	<p>MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 270° and IRK VORTAC R-237 to KIVDE/IRK 15 DME and hold.</p>
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ASOS 121.125	KANSAS CITY CENTER 132.6 370.9	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-ILS 36	1165-½	200 (200-½)		
S-LOC 36	1280-½	315 (400-½)		1280-¾ 315 (400-¾)
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-1½ 454 (500-1½)	1520-2 554 (600-2)

▼

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

▲

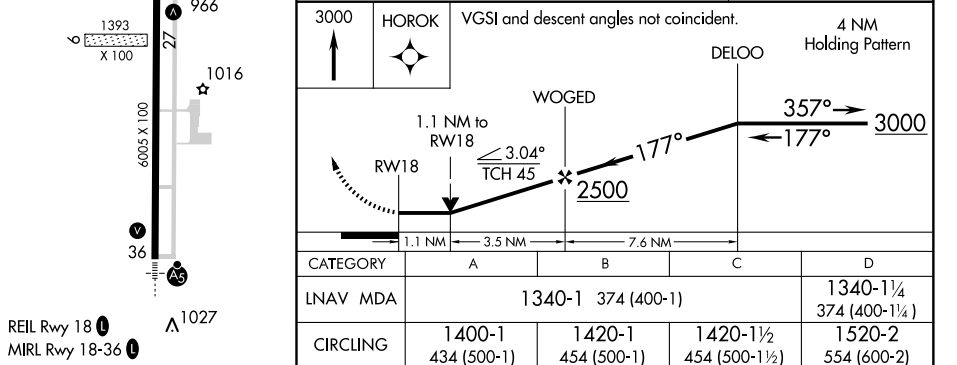
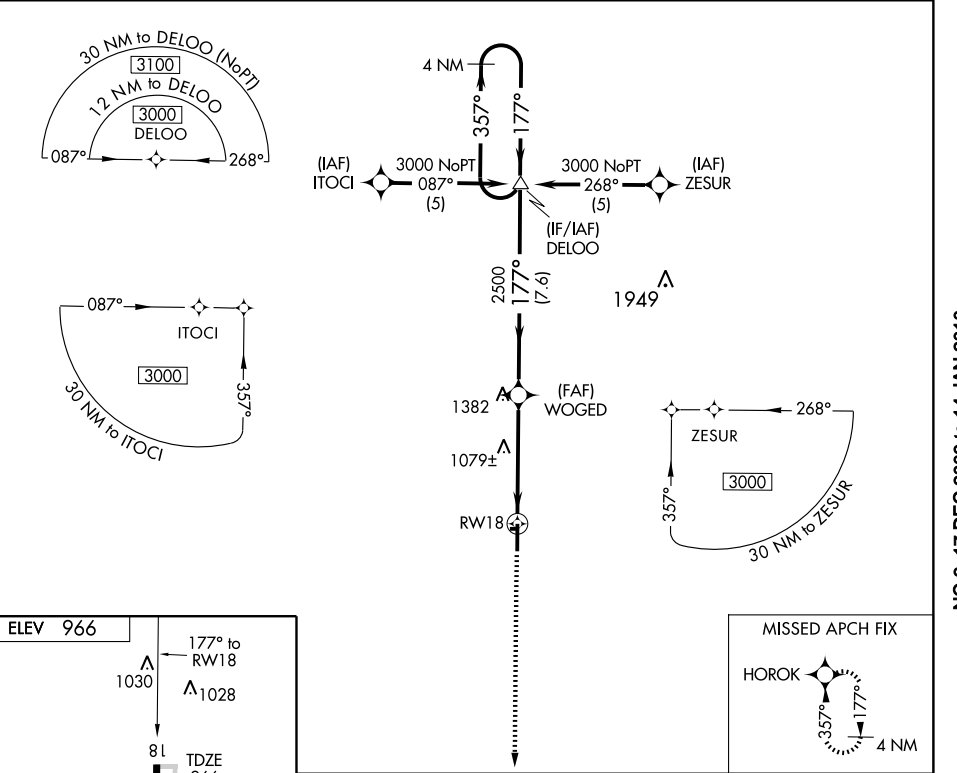
VDP NA when using Ottumwa Industrial altimeter setting.

▲

When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all MDA 160 feet; increase LNAV Cats C and D visibility ½ mile, and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct HOROK and hold.

ASOS 121.125	KANSAS CITY CENTER 132.6 370.9	UNICOM 122.8 (CTAF) 0
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RNAV (GPS) RWY 36
KIRKSVILLE RGNL (IRK)

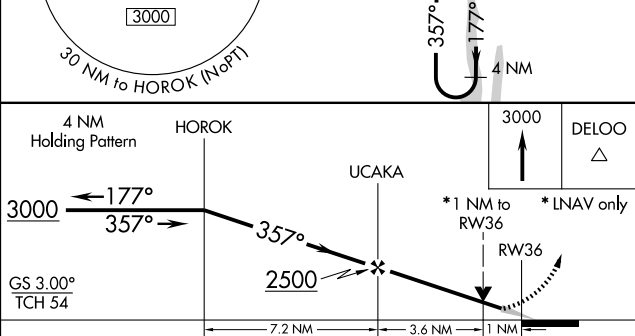
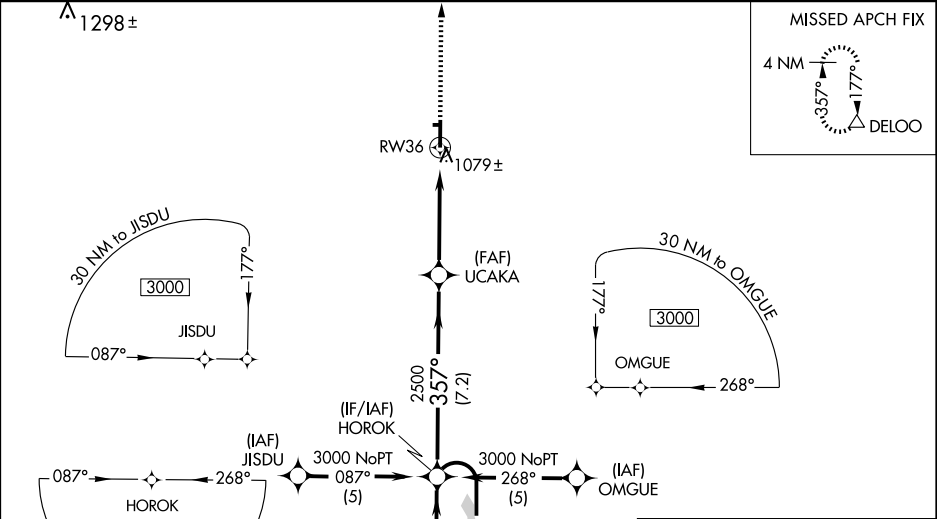
WAAS CH 70513 W36A	APP CRS 357°	Rwy Idg TDZE Apt Elev	6005 965 966
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Baro-VNAV NA when using Ottumwa Industrial altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all DA 158 feet, and all MDA 160 feet; increase LPV all Cats; LNAV Cat D, and Circling Cat C and D visibility ½ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV Cat C visibility ½ mile.
VDP NA when using Ottumwa Industrial altimeter setting.
For inoperative MALSR, when using Ottumwa Industrial altimeter setting increase LPV all Cats visibility to 1¼, and LNAV Cat D visibility to 1¼.

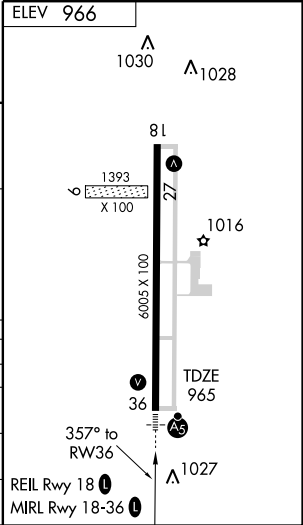
MALSR

MISSED APPROACH: Climb to 3000 direct DELOO and hold.

ASOS 121.125	KANSAS CITY CENTER 132.6 370.9	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		1165-½	200 (200-½)	
LNAV/VNAV DA		1349-¾	384 (400-¾)	
LNAV MDA	1340-½	375 (400-½)		1340-1 375 (400-1)
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-1½ 454 (500-1½)	1520-2 554 (600-2)



VORTAC IRK 114.6 Chan 93	APP CRS 134°	Rwy Idg TDZE Apt Elev	N/A N/A 966
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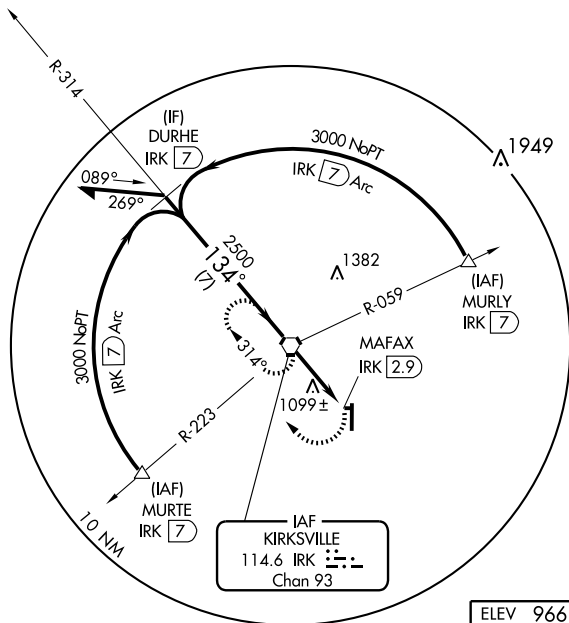
VOR-A
KIRKSVILLE RGNL (IRK)

T When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all MDA 160 feet, increase Cats C and D visibility $\frac{1}{4}$ mile.

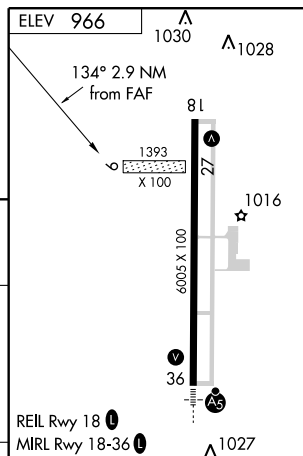
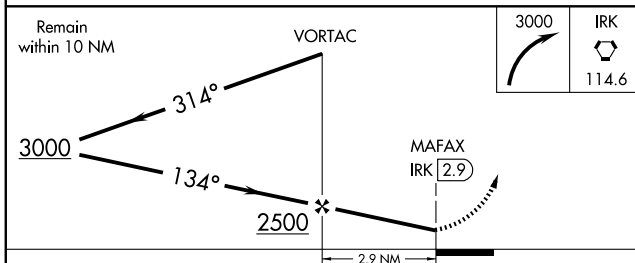
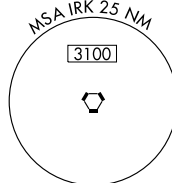
MISSED APPROACH: Climbing right turn to 3000 direct IRK VORTAC and hold, continue climb-in-hold to 3000.

ASOS
121,125

KANSAS CITY CENTER
132.6 370.9

UNICOM
122.8 (CTAF) **L**

NoPT for arrivals at IRK VORTAC
on airway radials 259 CW 007.



CATEGORY	A	B	C	D	FAF to MAP 2.9 NM					
CIRCLING	1400-1	1420-1	1420-1½	1520-2	Knots	60	90	120	150	180
	434 (500-1)	454 (500-1)	454 (500-1½)	554 (600-2)	Min:Sec	2:54	1:56	1:27	1:10	0:58

VORTAC IRK 114.6 Chan 93	APP CRS 314°	Rwy Idg TDZE Apt Elev	N/A N/A 966
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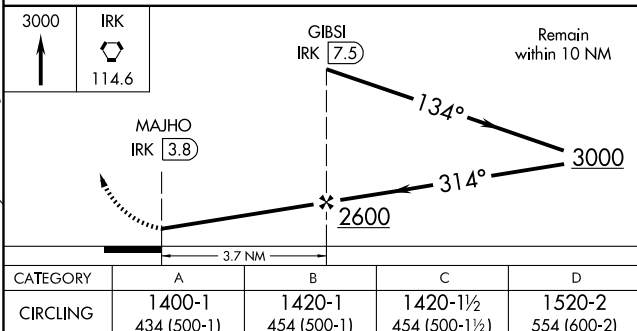
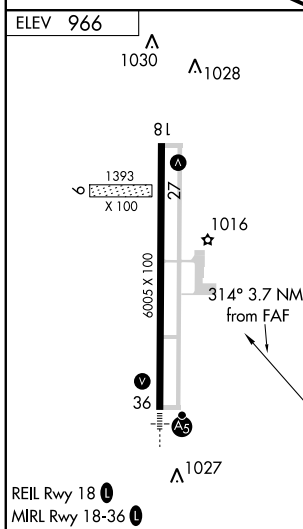
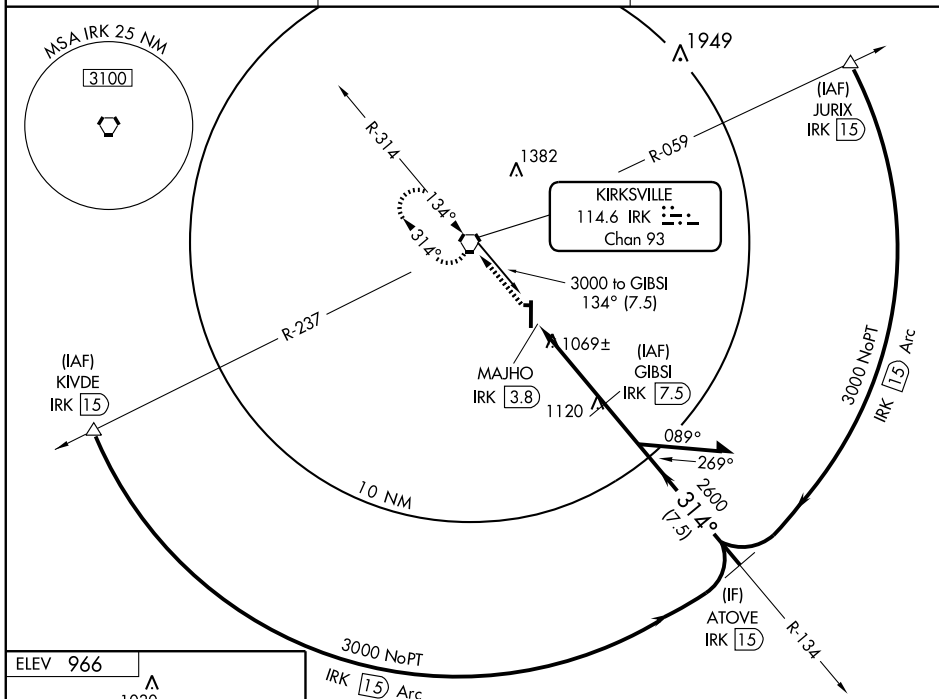
VOR/DME-B
KIRKSVILLE RGNL (IRK)

T When local altimeter setting not received, use Ottumwa
A Industrial altimeter setting and increase all MDA 160 feet,
 and increase Cats C and D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 3000 direct IRK VORTAC and hold, continue climb-in-hold to 3000.

ASOS
121,125

KANSAS CITY CENTER
132.6 370.9

UNICOM
122.8 (CTAF) **L**

ATIS ★
118.725 239.025
WHITEMAN TOWER
132.4 255.6
GND CON
128.275 275.8
CLNC DEL
121.75 335.8

SEPTEMBER 2008
ANNUAL RATE OF CHANGE
0.1° W

VAR 1.9° E

38°45'N

600
x 200

1000
x 200

FIELD
ELEV
870

189.0°

ELEV 870

★ 1030

FIRE
DEPT

BASE OPS
CONTROL
TOWER
984

TAXIWAY F

ELEV
835

TAXIWAY E

ANG
HANGAR

38°44'N

12,400 x 200

COMPASS
ROSE

HOT CARGO
PAD

xx

xxxxxxxxxxxxxxxx

38°43'N

D

009.0°

ELEV
838

600
x 200

1000
x 200

Rwy 1-19
PCN 72 R/B/W/T

93°34'W

93°33'W

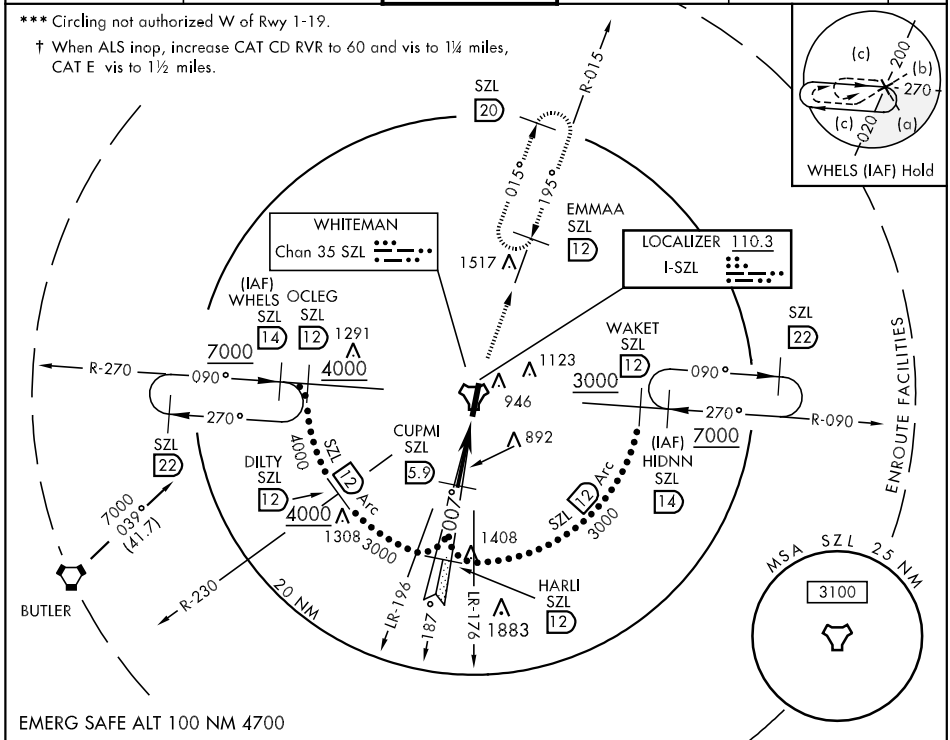
93°32'W

NC-3, 17 DEC 2009 to 14 JAN 2010

LOC I-SZL 110.3	APCH CRS 007°	Rwy Idg 12,400 TDZE 837 Arpt Elev 870	JAL-496 [USAF]	WHITEMAN AFB (KSZL)
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<p>▼ * When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.</p> <p>** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.</p>	<p>ALSF-1</p> <p>A1</p>	<p>MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.</p>
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<p>ATIS ★</p> <p>118.725 239.025</p>	<p>WHITEMAN APP CON</p> <p>127.45 284.0</p>	<p>WHITEMAN TOWER</p> <p>132.4 255.6</p>	<p>GND CON</p> <p>128.275 275.8</p>	<p>CLNC DEL</p> <p>121.75 335.8</p>	<p>ASR</p>
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<div> <div> HARLI 12 </div> <div> 3000 </div> <div> GS 2.86° TCH 51 </div> </div> <div> <div> 3000 SZL R-015 </div> <div> EMMAA SZL 12 </div> <div> ELEV 870 </div> </div> <div> <div> CUPMI 5.9 </div> <div> 2300 </div> <div> 007° </div> <div> 4.1 NM </div> <div> BONIC 2.5 1.8 </div> <div> TACAN </div> </div>			<div> <div> 61 A1 P </div> <div> 1034 ☆ </div> <div> 984 ■ </div> <div> 1018 x x x x </div> <div> 850 x </div> <div> TDZE 837 </div> <div> A1 </div> <div> 962 </div> <div> 007° 4.6 NM from FAF </div> <div> HIRL Rwy 1-19 </div> </div>		
CATEGORY	C	D	E		
S-ILS 1*	1037/24		200	(200-½)	
S-LOC 1**	1240/40	403	(400-¾)	1240/50 403	(400-1)
CIRCLING***	1340-1½ 470 (500-1½)	1420-2 550 (600-2)		1460-2 590 (600-2)	
S-ASR 1 †	1260/40	423 (400-¾)		1260/50 423 (400-1)	

LOC I-MXJ 108.5	APCH CRS 187°	Rwy Idg 12,400 TDZE 870 Arpt Elev 870
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JAL-496 [USAF]

WHITEMAN AFB (KSZL)

▼ * When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
 ** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1 ¼ miles.

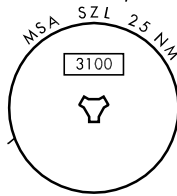
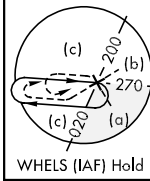
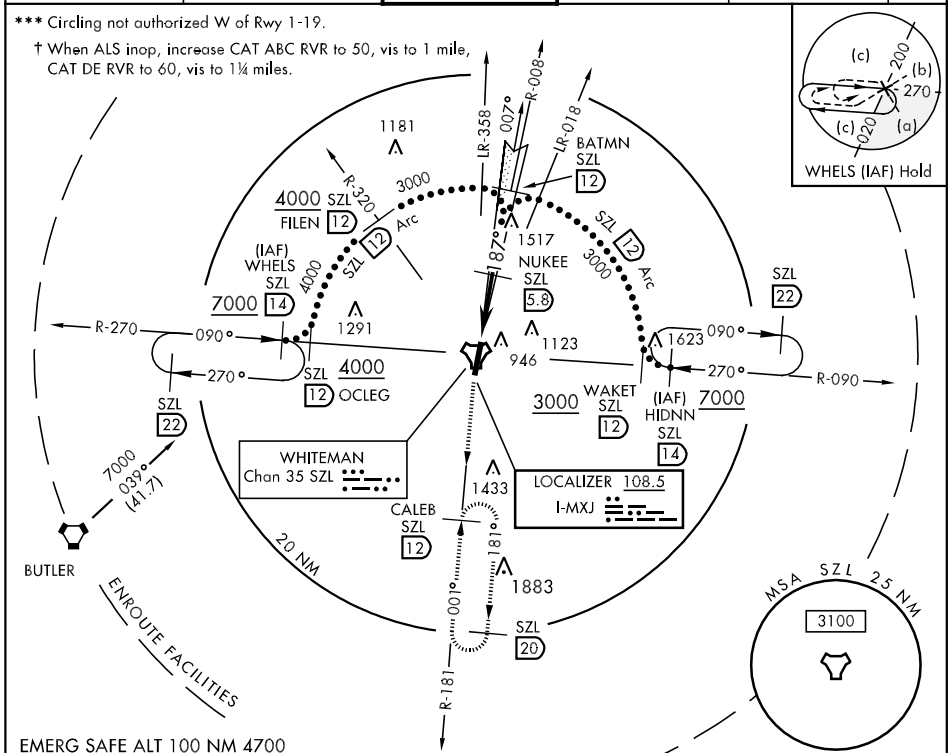


MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

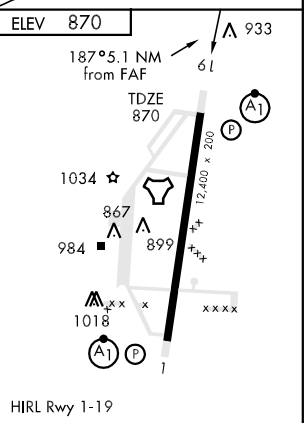
ATIS ★ 118.725 239.025	WHITEMAN APP CON 127.45 284.0	WHITEMAN TOWER 132.4 255.6	GND CON 128.275 275.8	CLNC DEL 121.75 335.8	ASR
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*** Circling not authorized W of Rwy 1-19.

† When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1 ¼ miles.



3000 SZL R-181	CALEB SZL 12	VGSI and glideslope not coincident.			BATMN 12
		NUKEE 5.3			3000
				GS 2.50° TCH 53	
				2300	
				0.5	
				4.6 NM	
CATEGORY	C	D	E		
S-ILS 19 *	1070/24	200	(200-½)		
S-LOC 19 **	1240/40	370	(400-¾)		
CIRCLING ***	1340-1½	1420-2	1460-2		
	470 (500-1½)	550 (600-2)	590 (600-2)		
S-ASR 19 †	1260/40	390	(400-¾)		



TACAN SZL Chan 35	APCH CRS 001°	Rwy Idg 12,400 TDZE 837 Arpt Elev 870	JAL-496 [USAF]	WHITEMAN AFB (KSZL)
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* When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 1-19.

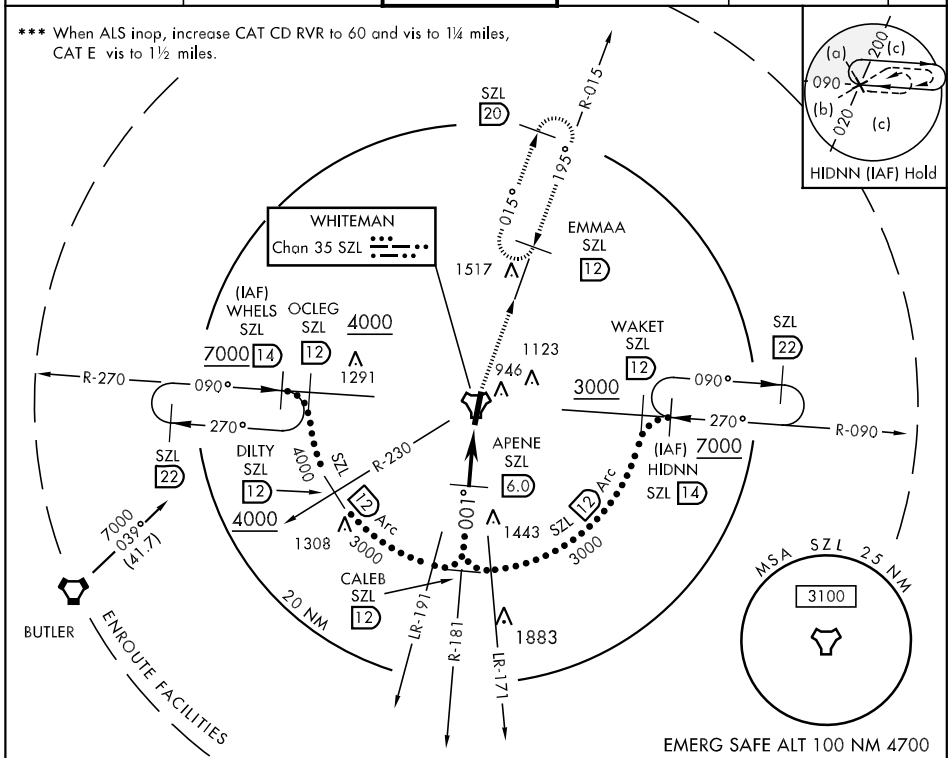


SF-1

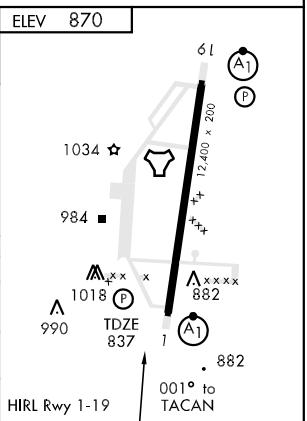
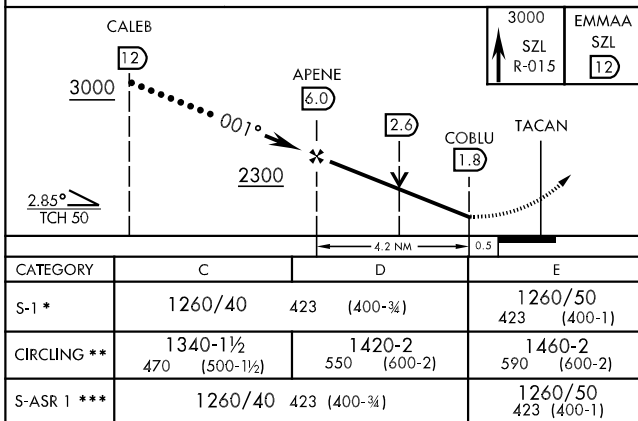
MISSED APPROACH: Climb to 3000 via
SZL TACAN R-015 to EMMAA and hold.

<p>ATIS ★</p> <p>118.725 239.025</p>	<p>WHITEMAN APP CON</p> <p>127.45 284.0</p>	<p>WHITEMAN TOWER</p> <p>132.4 255.6</p>	<p>GND CON</p> <p>128.275 275.8</p>	<p>CLNC DEL</p> <p>121.75 335.8</p>	<p>ASR</p>
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*** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.



EMERG SAFE ALT 100 NM 4700



TACAN Chan 35	APCH CRS 195°	Rwy Idg 12,400 TDZE 870 Arprt Elev 870
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JAL-496 [USAF]

WHITEMAN AFB (KSZL)

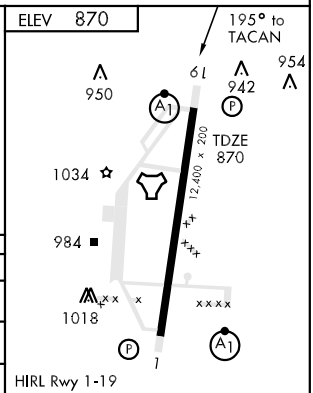
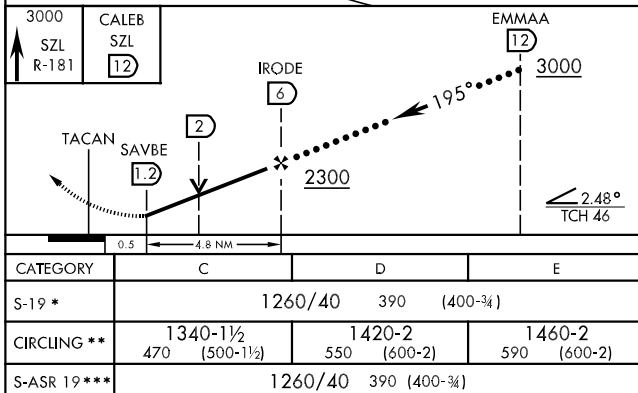
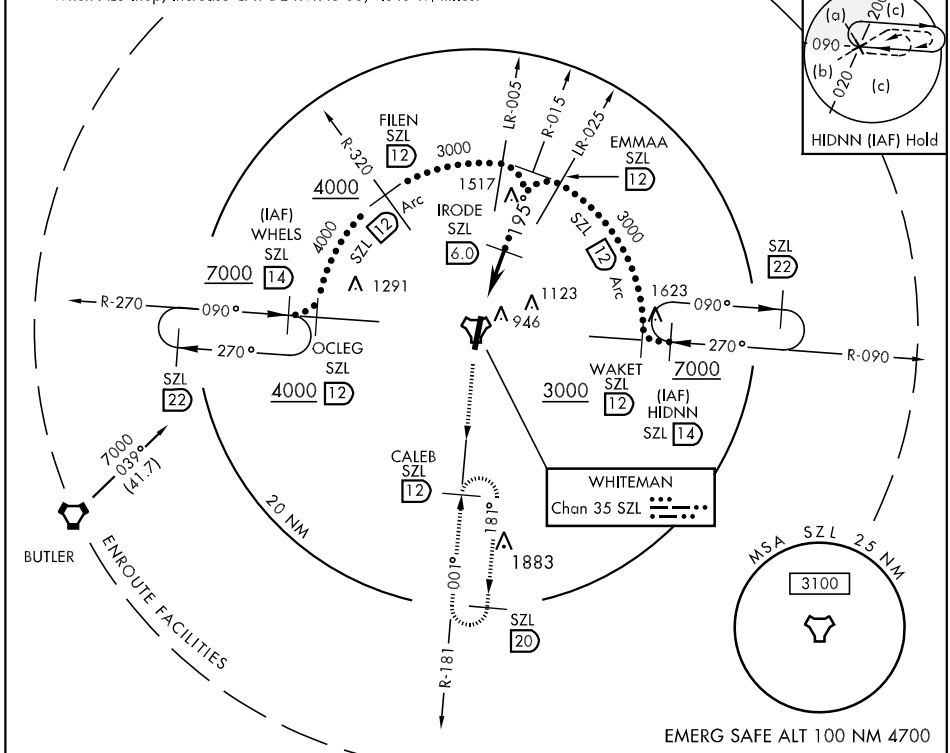
▼ * When ALS inop, increase CAT C RVR to 50 and vis to 1 miles, CAT DE RVR to 60 and vis to 1½ miles.
 ** Circling not authorized W of Rwy 1-19.




MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

ATIS ★ 118.725 239.025	WHITEMAN APP CON 127.45 284.0	WHITEMAN TOWER 132.4 255.6	GND CON 128.275 275.8	CLNC DEL 121.75 335.8	ASR
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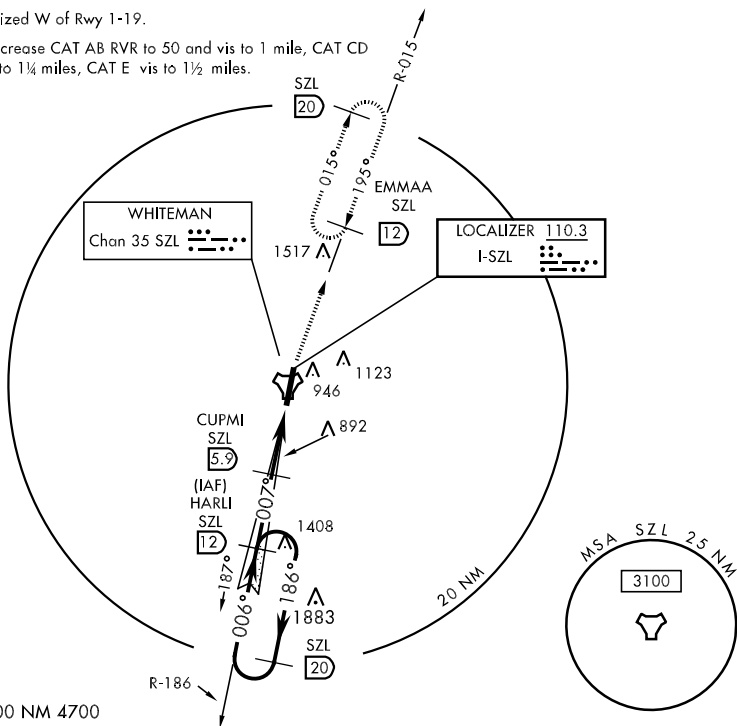
*** When ALS inop, increase CAT DE RVR to 60, vis to 1½ miles.



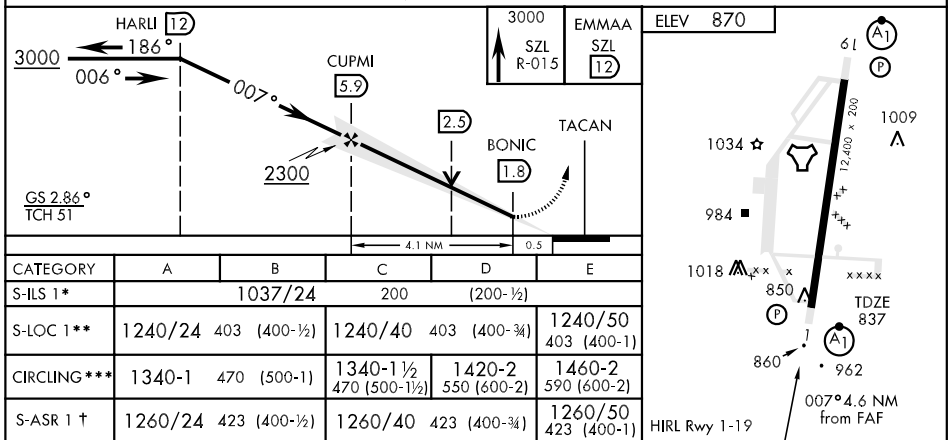
LOC I-SZL <u>110.3</u>	APCH CRS 007°	Rwy Idg 12.400 TDZE 837 APR Elev 870	AL-496 [USAF]	WHITEMAN AFB (KSZL)		
▼ * When ALS inop, increase all CAT RVR to 40 and vis to $\frac{3}{4}$ mile. ** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to $\frac{1}{4}$ miles, CAT E vis to $\frac{1}{2}$ miles.			ALSF-1 	MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.		
ATIS ★ 118.725 239.025		WHITEMAN APP CON 127.45 284.0	WHITEMAN TOWER 132.4 255.6	GND CON 128.275 275.8	CLNC DEL 121.75 335.8	ASR

*** Circling not authorized W of Rwy 1-19.

† When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.



EMERG SAFE ALT 100 NM 4700



LOC I-MXJ 108.5	APCH CRS 187°	Rwy ldg 12,400 TDZE 870 Arpt Elev 870
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AL-496 [USAF]

WHITEMAN AFB (KSZL)

▼ * When ALS inop, increase all CAT RVR to 40 and vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to $1\frac{1}{4}$ miles.

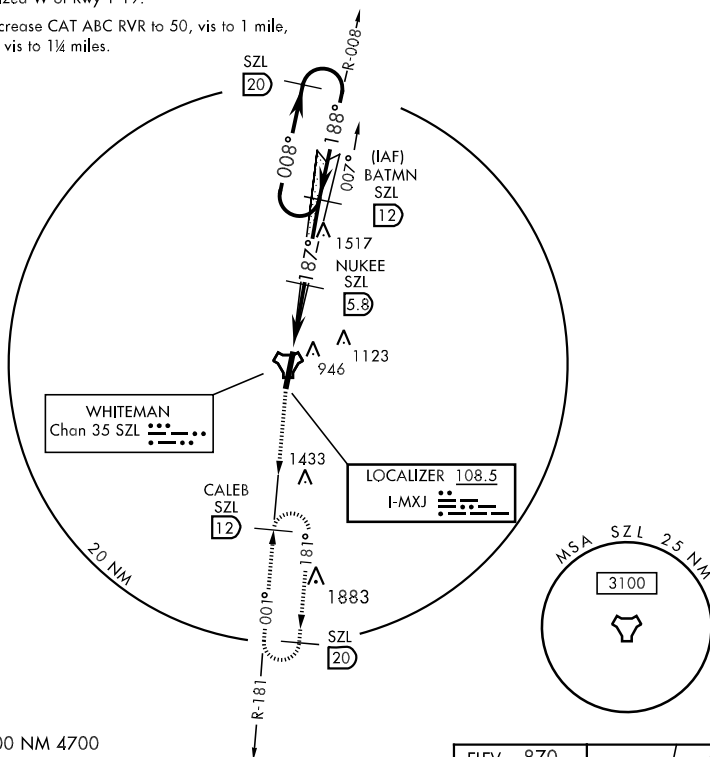


MISSED APPROACH: Climb to 3000 via
 SZL TACAN R-181 to CALEB and hold.

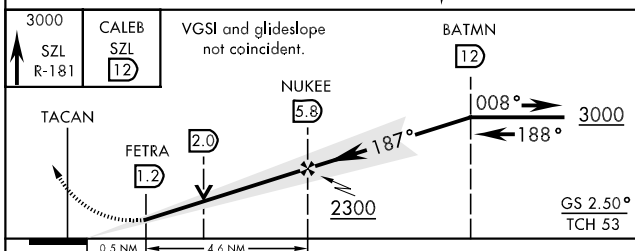
ATIS ★ 118.725 239.025	WHITEMAN APP CON 127.45 284.0	WHITEMAN TOWER 132.4 255.6	GND CON 128.275 275.8	CLNC DEL 121.75 335.8	ASR
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*** Circling not authorized W of Rwy 1-19.

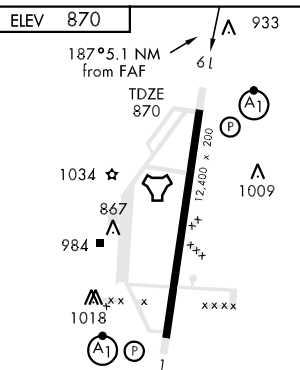
† When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile,
 CAT DE RVR to 60, vis to $1\frac{1}{4}$ miles.



EMERG SAFE ALT 100 NM 4700



CATEGORY	A	B	C	D	E
S-ILS 19 *	1070/24		200	(200- $\frac{1}{2}$)	
S-LOC 19 **	1240/24	370 (400- $\frac{1}{2}$)	1240/40	370	(400- $\frac{3}{4}$)
CIRCLING ***	1340-1	470 (500-1)	1340-1 $\frac{1}{2}$ 470 (500-1 $\frac{1}{2}$)	1420-2 550 (600-2)	1460-2 590 (600-2)
S-ASR 19 †	1260/24	390 (400- $\frac{1}{2}$)	1260/40	390	(400- $\frac{3}{4}$)



HIRL Rwy 1-19

APCH CRS 007°	Rwy Ldg TDZE Arpt Elev	12,400 837 870
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AL-496 [USAF]

WHITEMAN AFB (KSZL)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,
CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

** Circling not authorized W of Rwy 1-19.

ALSF-1



MISSED APPROACH: Climb to
3000 direct SKIDD and hold.

ATIS ★
118.725 239.025

WHITEMAN APP CON
127.45 284.0

WHITEMAN TOWER
132.4 255.6

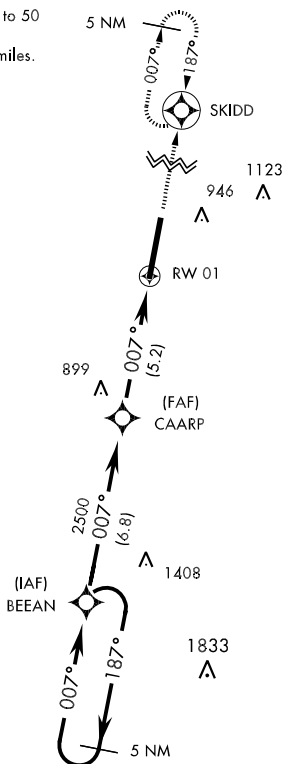
GND CON
128.275 275.8

CLNC DEL
121.75 335.8

ASR

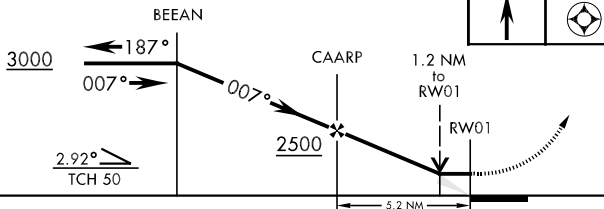
*** When ALS inop, increase CAT AB RVR to 50
and vis to 1 mile, CAT CD RVR to 60
and vis to 1¼ miles, CAT E vis to 1½ miles.

DME/DME RNP 0.3 N/A.

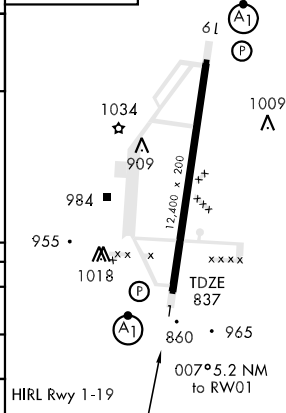


EMERG SAFE ALT 100 NM 4700

ELEV 870



CATEGORY	A	B	C	D	E
LNAV MDA *	1260/24	423 (400-½)	1260/40	423 (400-¾)	1260/50 423 (400-1)
CIRCLING **	1340-1	470 (500-1)	1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)
S-ASR 1 ***	1260/24	423 (400-½)	1260/40	423 (400-¾)	1260/50 423 (400-1)



APCH CRS	Rwy Idg	12,400
187°	TDZE	870
	Arpt Elev	870

AL-496[USAF]

WHITEMAN AFB (KSZL)



* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized W of Rwy 1-19.



MISSED APPROACH: Climb to 3000 direct BEEAN and hold.

ATIS ★
118.725 239.025

WHITEMAN APP CON
127.45 284.0

WHITEMAN TOWER
132.4 255.6

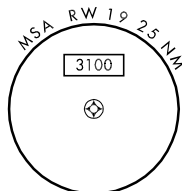
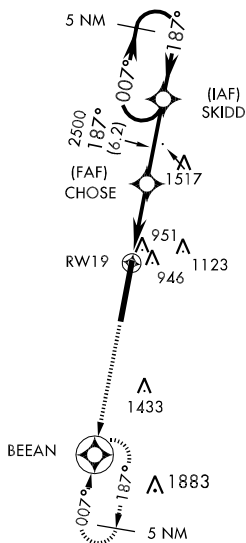
GND CON
128.275 275.8

CLNC DEL
121.75 335.8

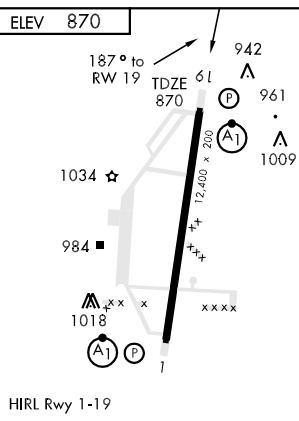
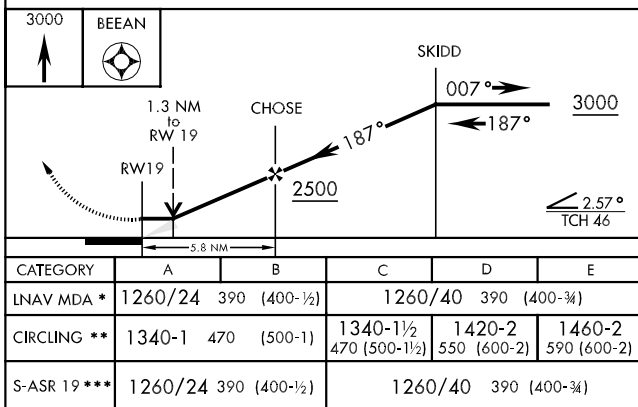
ASR

*** When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ miles.

DME/DME RNP 0.3 N/A.



EMERG SAFE ALT 100 NM 4700



KNOB NOSTER, MISSOURI

38°43'N-93°33'W

WHITEMAN AFB (KSZL)

Orig 09183

MAY / JUNE MAY 10

TACAN SZL Chan 35	APCH CRS 001°	Rwy Idg 12,400 TDZE 837 Arpt Elev 870
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AL-496 [USAF]

WHITEMAN AFB (KSZL)

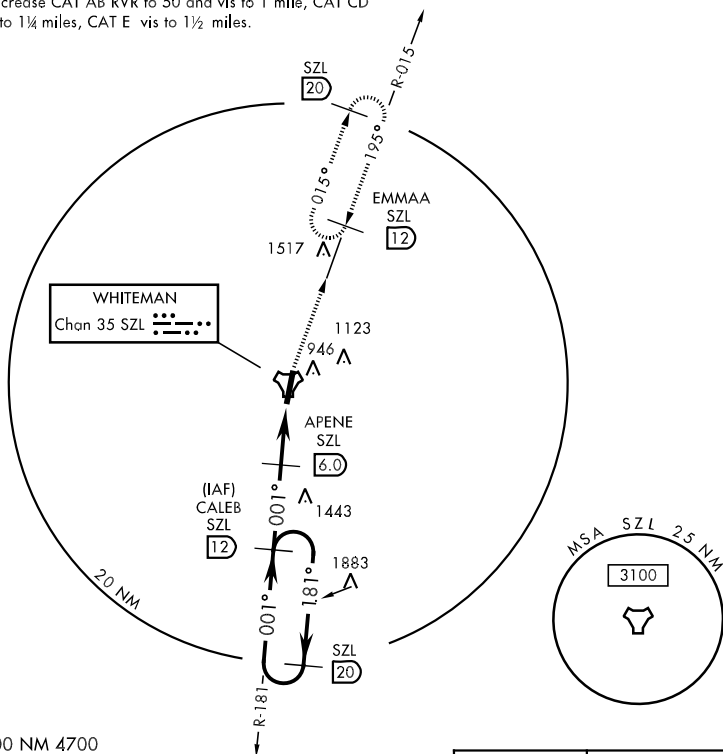
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,
CAT CD RVR to 60 and vis to 1½ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 1-19.



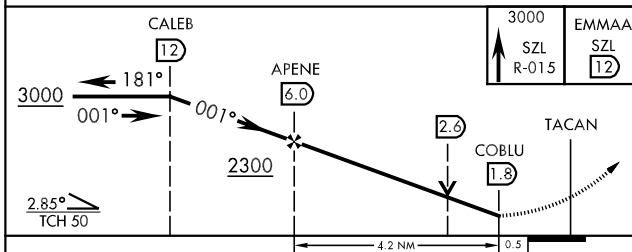
MISSED APPROACH: Climb to 3000 via
SZL TACAN R-015 to EMMAA and hold.

ATIS ★ 118.725 239.025	WHITEMAN APP CON 127.45 284.0	WHITEMAN TOWER 132.4 255.6	GND CON 128.275 275.8	CLNC DEL 121.75 335.8	ASR
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*** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD
RVR to 60 and vis to 1½ miles, CAT E vis to 1½ miles.

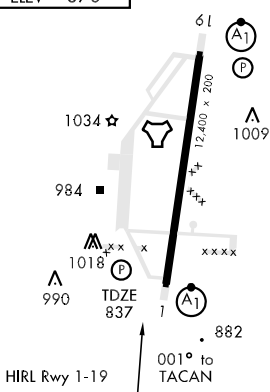


EMERG SAFE ALT 100 NM 4700



CATEGORY	A	B	C	D	E
S-1*	1260/24 423 (400-½)	1260/40 423 (400-¾)	1260/50 423 (400-1)		
CIRCLING**	1340-1 470 (500-1)	1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)	
S-ASR 1***	1260/24 423 (400-½)	1260/40 423 (400-¾)	1260/50 423 (400-1)		

ELEV 870



TACAN SZL Chan 35	APCH CRS 195°	Rwy Idg 12,400 TDZE 870 Arprt Elev 870
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AL-496 [USAF]

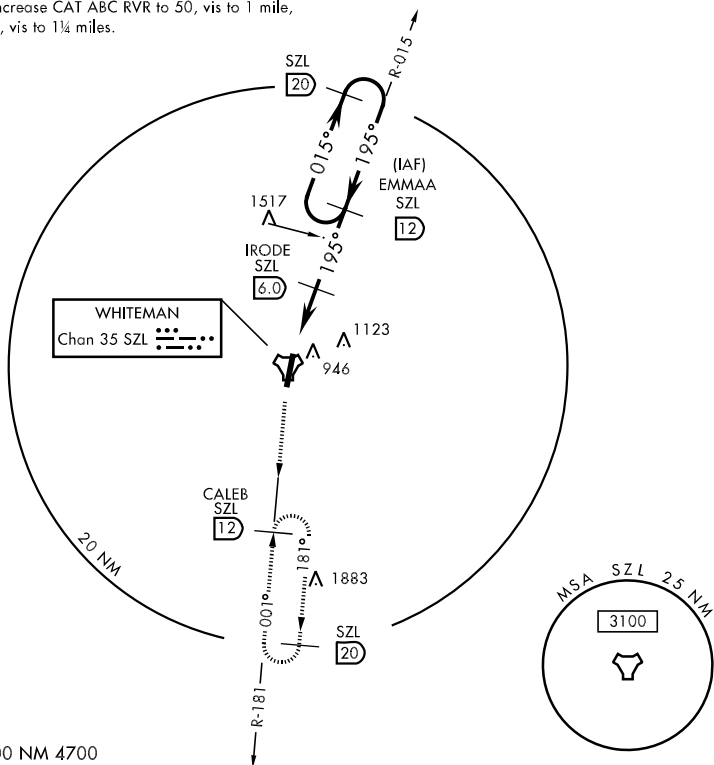
WHITEMAN AFB (KSZL)

<p>▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1½ miles.</p> <p>** Circling not authorized W of Rwy 1-19.</p>	<p>ALS-1</p>
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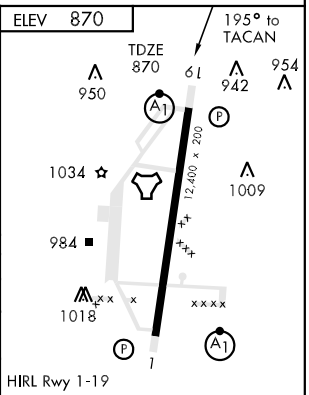
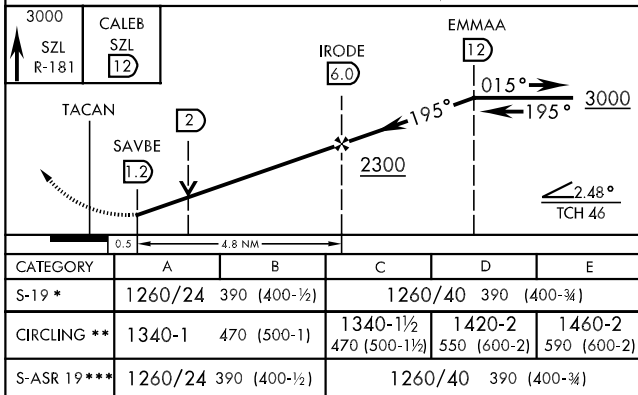
MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

<p>ATIS ★</p> <p>118.725 239.025</p>	<p>WHITEMAN APP CON</p> <p>127.45 284.0</p>	<p>WHITEMAN TOWER</p> <p>132.4 255.6</p>	<p>GND CON</p> <p>128.275 275.8</p>	<p>CLNC DEL</p> <p>121.75 335.8</p>	<p>ASR</p>
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*** When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1½ miles.



EMERG SAFE ALT 100 NM 4700



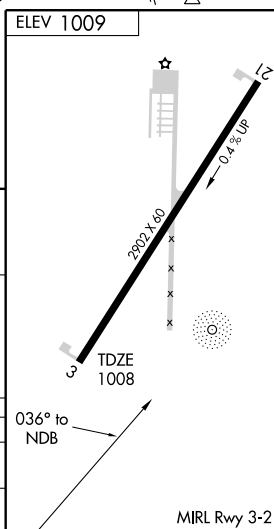
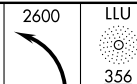
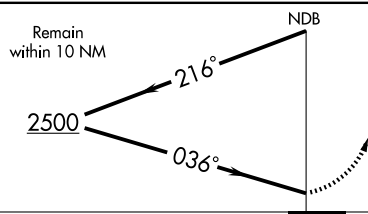
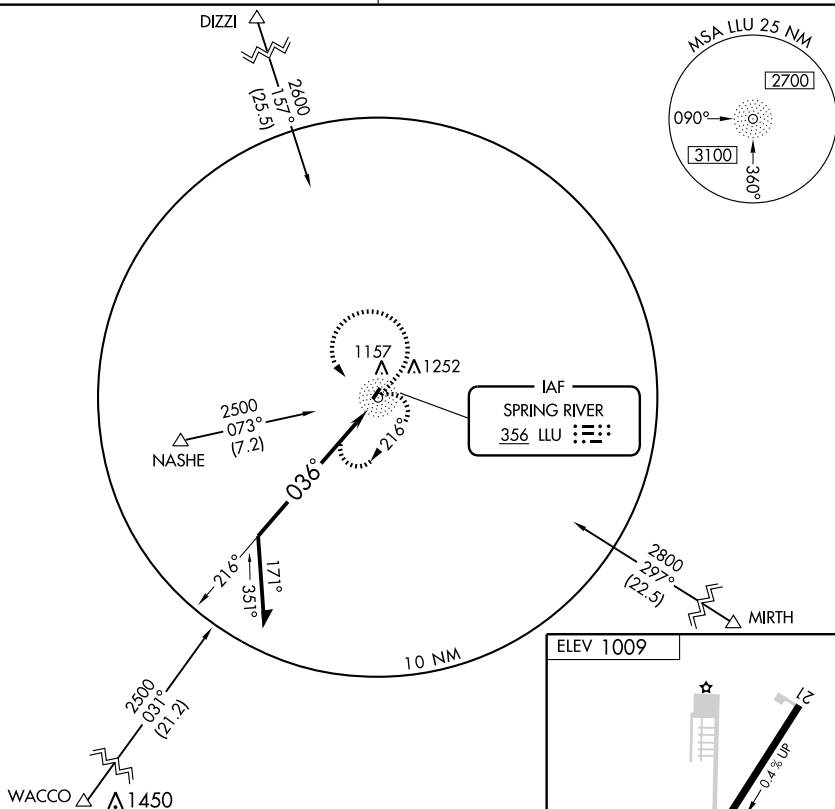
NDB LLU 356	APP CRS 036°	Rwy Idg 2902 TDZE 1008 Apt Elev 1009
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NDB RWY 3
LAMAR MUNI (LLU)

T Circling to Rwy 21 NA at night. Visibility reduction by helicopters NA.
A NA Use Joplin altimeter setting; when not received, use Springfield altimeter setting and increase all MDAs 100 feet, visibility S-3 Cat. C ¼ mile, Circling Cat. B ¼ mile and Cat. C ½ mile.

MISSED APPROACH: Climbing left turn to 2600 in LLU NDB holding pattern.



KANSAS CITY CENTER
128.6 282.325

CTAF
122.9 L

CATEGORY	A	B	C	D
S-3	1640-1	632 (700-1)	1640-1 $\frac{3}{4}$ 632 (700-1 $\frac{3}{4}$)	NA
CIRCLING	1640-1 631 (700-1)	1660-1 651 (700-1)	1660-1 $\frac{3}{4}$ 651 (700-1 $\frac{3}{4}$)	NA

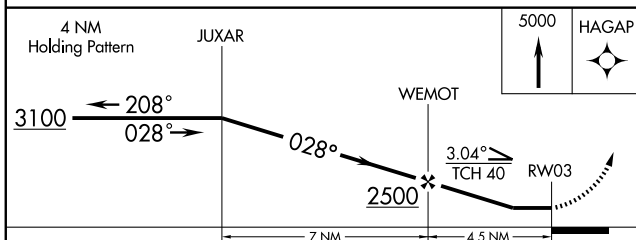
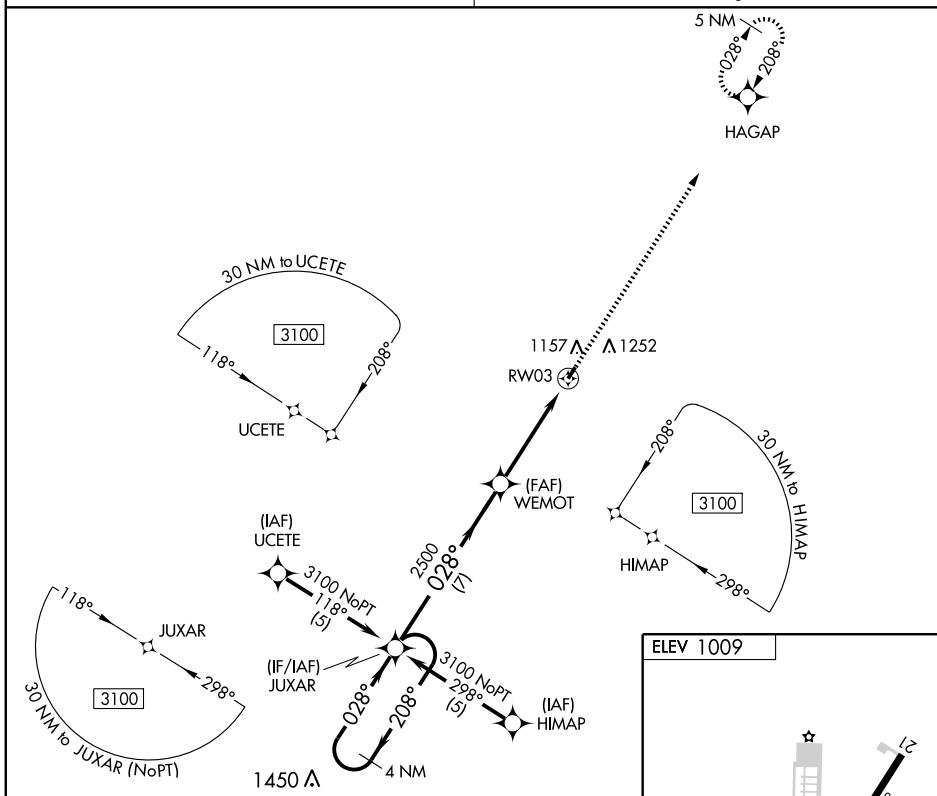
APP CRS	Rwy Idg	2902
028°	TDZE	1008
	Apt Elev	1009

RNAV (GPS) RWY 3
LAMAR MUNI (LLU)

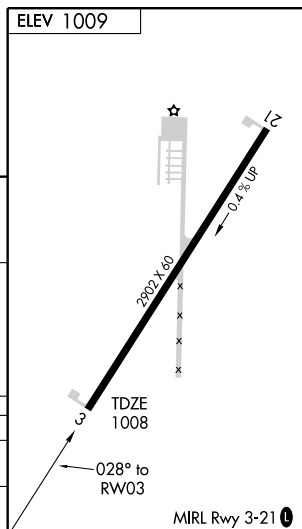
	Circling to Rwy 21 NA at night. DME/DME RNP- 0.3 NA.
 NA	<p>Visibility reduction by helicopters NA.</p> <p>Use Joplin altimeter setting; when not received, use Springfield altimeter setting and increase all MDAs 100 feet, increase visibility LNAV Cat. C ¼ mile, Circling Cat. B ¼ mile and Cat. C ½ mile.</p>

MISSED APPROACH: Climb to 5000 direct HAGAP and hold, continue climb-in-hold to 5000.

KANSAS CITY CENTER
128.6 282.325

CTAF
122.9 **L**

CATEGORY	A	B	C	D
LNAV MDA	1520-1	512 (600-1)	1520-1½ 512 (600-1½)	NA
CIRCLING	1520-1 511 (600-1)	1660-1 651 (700-1)	1660-1¾ 651 (700-1¾)	NA



APP CRS	Rwy Idg	5000
179°	TDZE	1316
	Apt Elev	1321

RNAV (GPS) RWY 18

LEBANON/FLOYD W. JONES LEBANON (LBO)

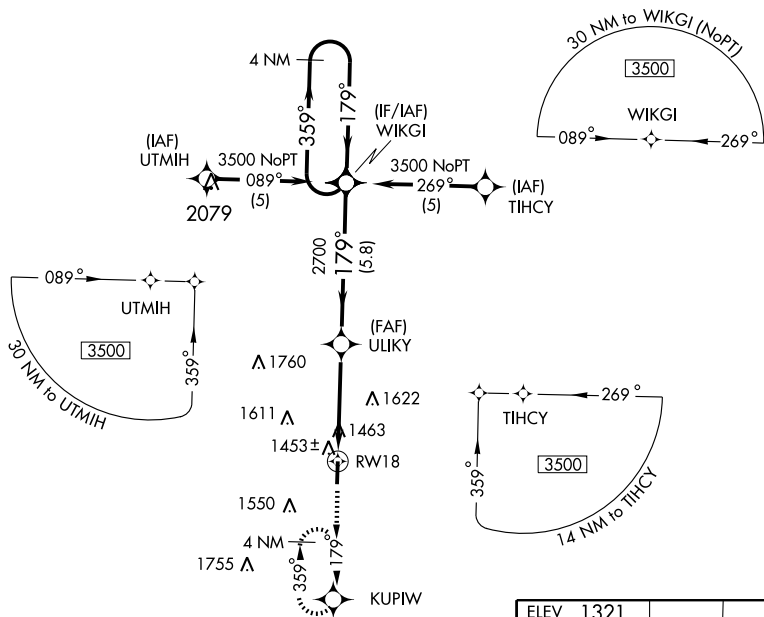
▲ NA When local altimeter setting not received, use Springfield-Branson National altimeter setting and increase all DA/MDA 120 feet.
Baro-VNAV NA when using Springfield-Branson National altimeter setting.
Baro-VNAV NA below -17° C (1° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500
direct KUPIW and hold.

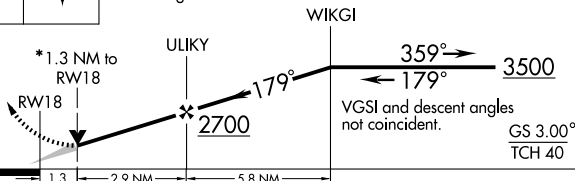
AWOS-3
118.975

SPRINGFIELD APP CON
121.1 290.5

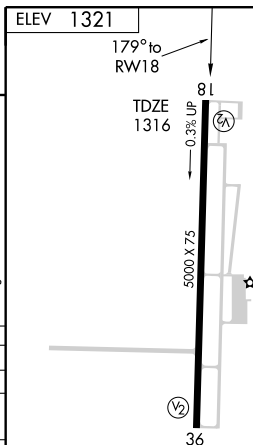
CLNC DEL
123.725

UNICOM
122.8 (CTAF) **L**

3500 KUPIW * LNAV only, VDP NA when using Springfield-Branson National altimeter 4 NM Holding Pattern



CATEGORY		A		B		C		D	
GLS PA	DA	NA							
LNAV/ VNAV	DA	1937-2 1/4 621 (700-2 1/4)							
LNAV MDA		1760-1 444 (500-1)				1760-1 1/4 444 (500-1 1/4)			
CIRCLING		1820-1 499 (500-1)				1820-1 1/2 499 (500-1 1/2)		1980-2 659 (700-2)	



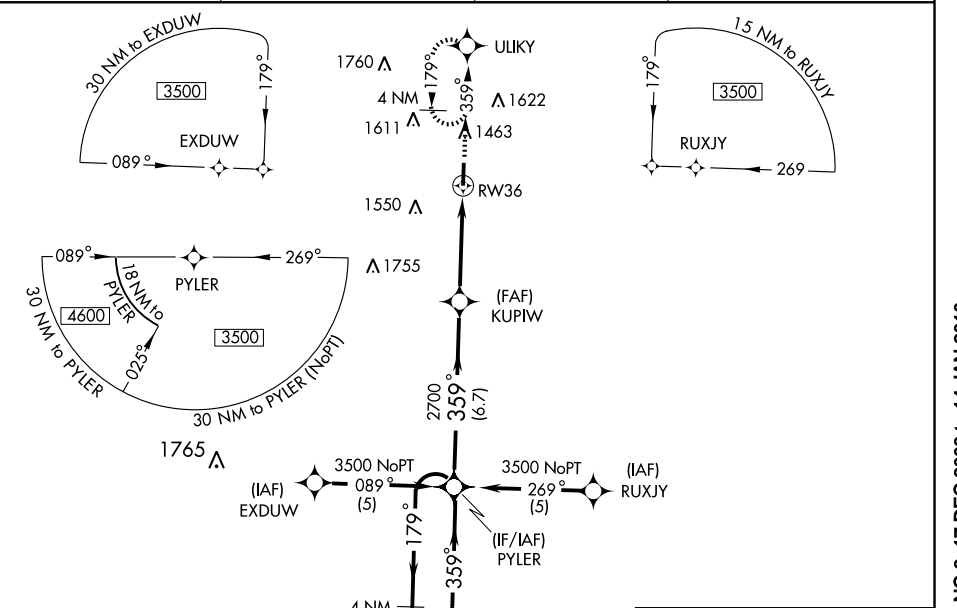
REIL Rwy 36 **L**
MIRL Rwy 18-36 **L**

▲ NA

When local altimeter setting not received, use Springfield-Branson National altimeter setting and increase all DA/MDA 120 feet.
Baro-VNAV NA when using Springfield-Branson National altimeter setting.
Baro-VNAV NA below -17° C (1° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500
direct ULIKY and hold.

AWOS-3 118.975	SPRINGFIELD APP CON 121.1 290.5	CLNC DEL 123.725	UNICOM 122.8 (CTAF) 1
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4 NM Holding Pattern		*LNAV only, VDP NA when using Springfield-Branson National altimeter setting.		3500	ULIKY
3500		PYLER		KUPIW	
3500		359°		2700	
359°		359°		RW36	
3.00°		TCH 47		1.1	
6.7 NM		3.1 NM		1.1	
CATEGORY	A	B	C	D	
GLS PA DA	NA				
LNAV/VNAV DA	1680-1¼ 359 (400-1¼)				
LNAV MDA	1700-1 379 (400-1)			1700-1¼ 379 (400-1¼)	
CIRCLING	1820-1 499 (500-1)		1820-1½ 499 (500-1½)		1980-2 659 (700-2)

ELEV 1321

81

0.3% UP

5000 X 75

36

TDZE 1321

359° to RW36

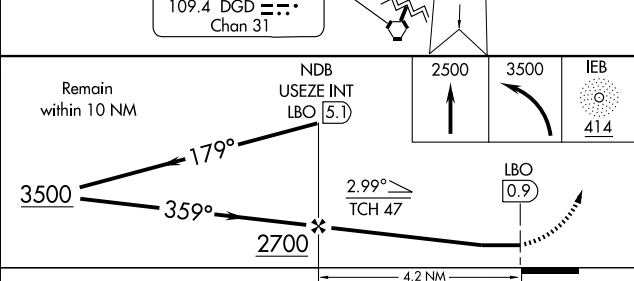
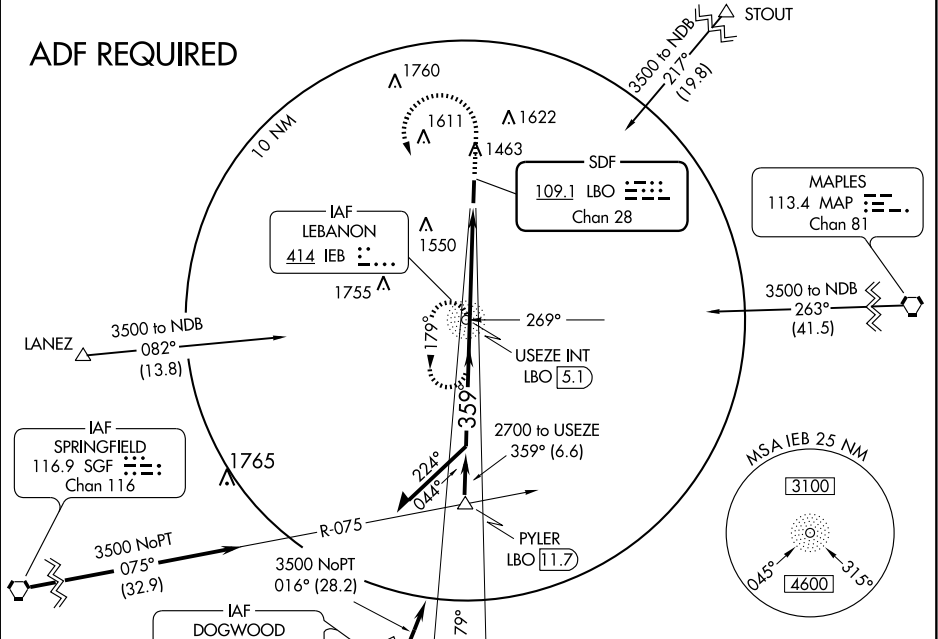
REIL Rwy 36 1
MRL Rwy 18-36 1

NC-3. 17 DEC 2009 to 14 JAN 2010

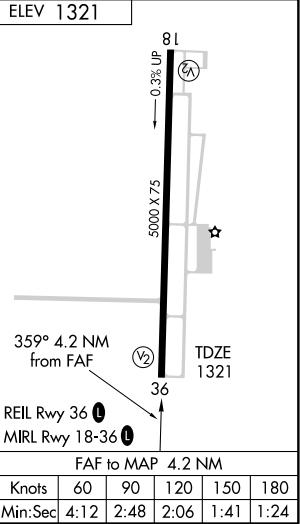
SDF LBO	APP CRS	Rwy Idg	5000
109.1	359°	TDZE	1321
Chan 28		Apt Elev	1321

NA	When local altimeter setting not received, use Springfield-Branson National altimeter setting.	MISSED APPROACH: Climb to 2500 then climbing left turn to 3500 direct IEB NDB and hold.
----	--	---

AWOS-3	SPRINGFIELD APP CON	CLNC DEL	UNICOM
118.975	121.1 290.5	123.725	122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-36	1700-1	379 (400-1)		1700-1¼ 379 (400-1¼)
CIRCLING	1820-1	499 (500-1)	1820-1½ 499 (500-1½)	1980-2 659 (700-2)
SPRINGFIELD-BRANSON NATIONAL ALTIMETER SETTING MINIMUMS				
S-36	1800-1	479 (500-1)	1800-1¼ 479 (500-1¼)	1800-1½ 479 (500-1½)
CIRCLING	1920-1	599 (600-1)	1960-1¾ 639 (700-1¾)	2120-2½ 799 (800-2½)

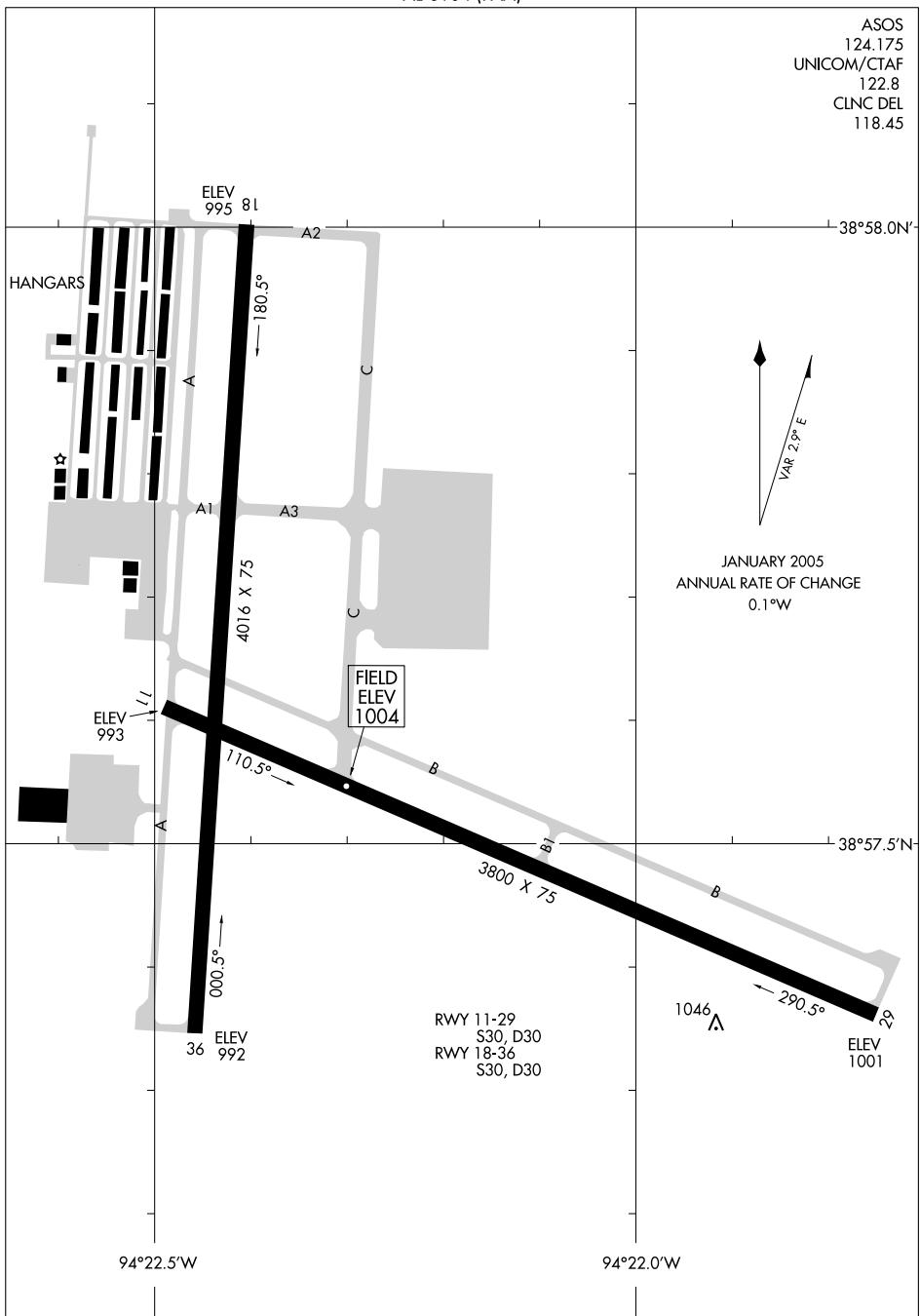


AIRPORT DIAGRAM

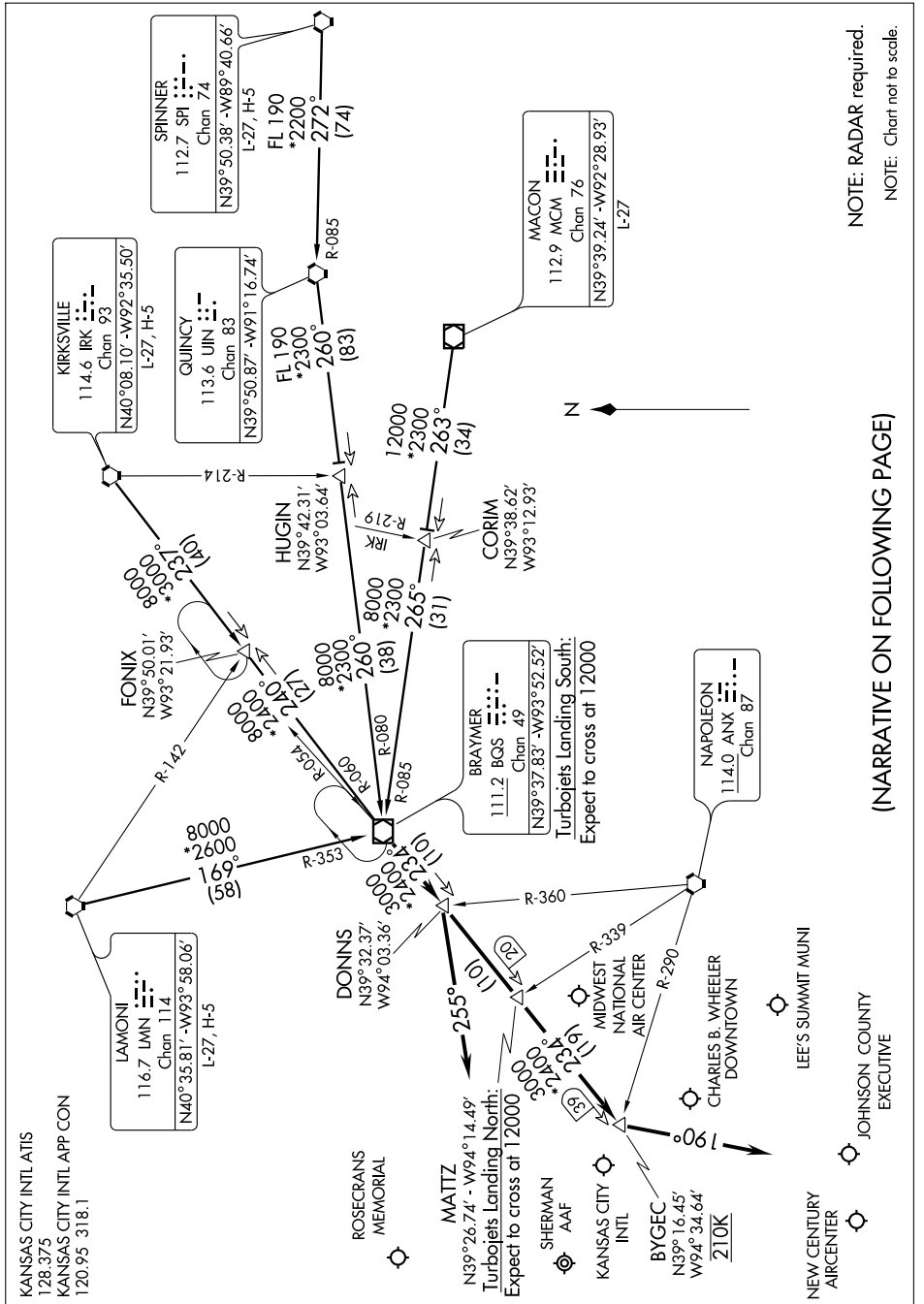
AL-6104 (FAA)

LEE'S SUMMIT MUNI (LXT)
LEE'S SUMMIT, MISSOURI

ASOS
124.175
UNICOM/CTAF
122.8
CLNC DEL
118.45



NC-3, 17 DEC 2009 to 14 JAN 2010



(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and

OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

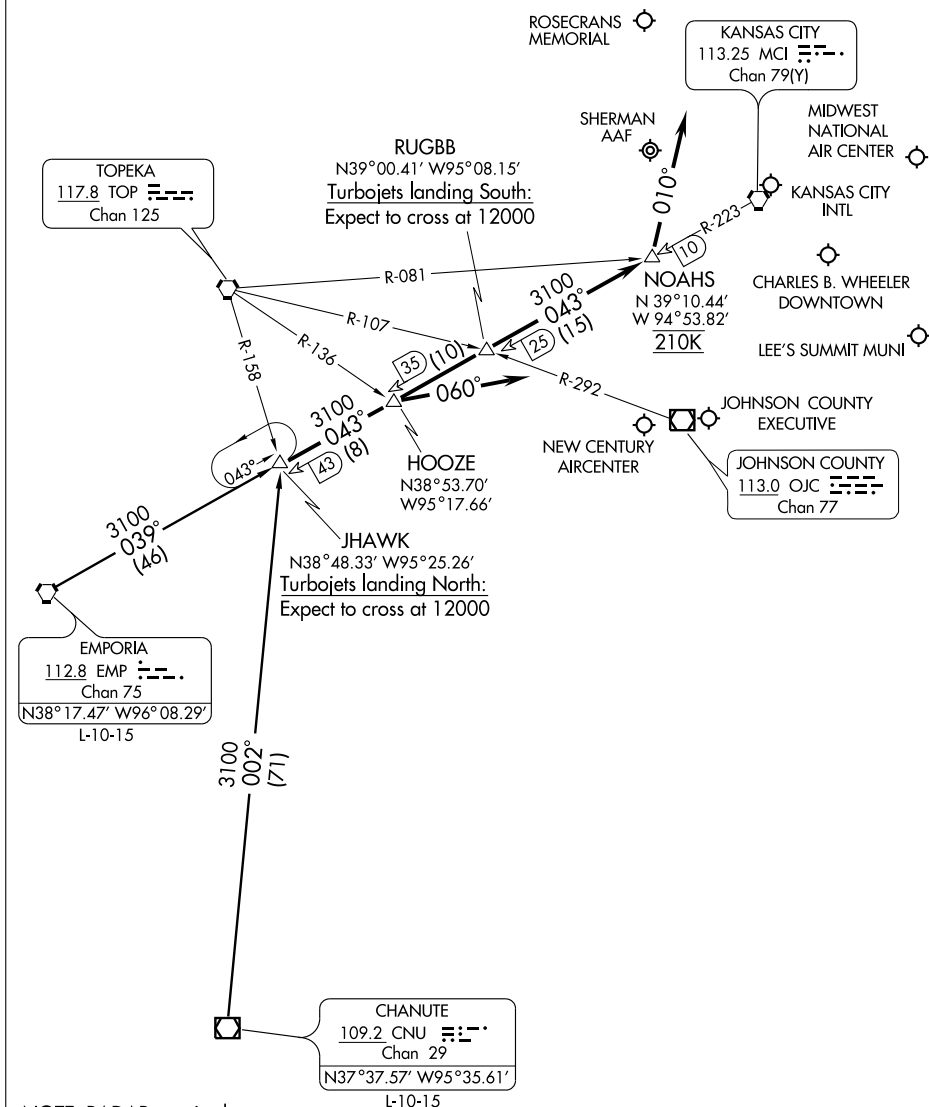
ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....

Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

....Expect radar vectors to final approach course.

WAAS CH 99405 W11A	APP CRS 109°	Rwy Idg TDZE Apt Elev 3800 1004 1004
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RNAV (GPS) RWY 11

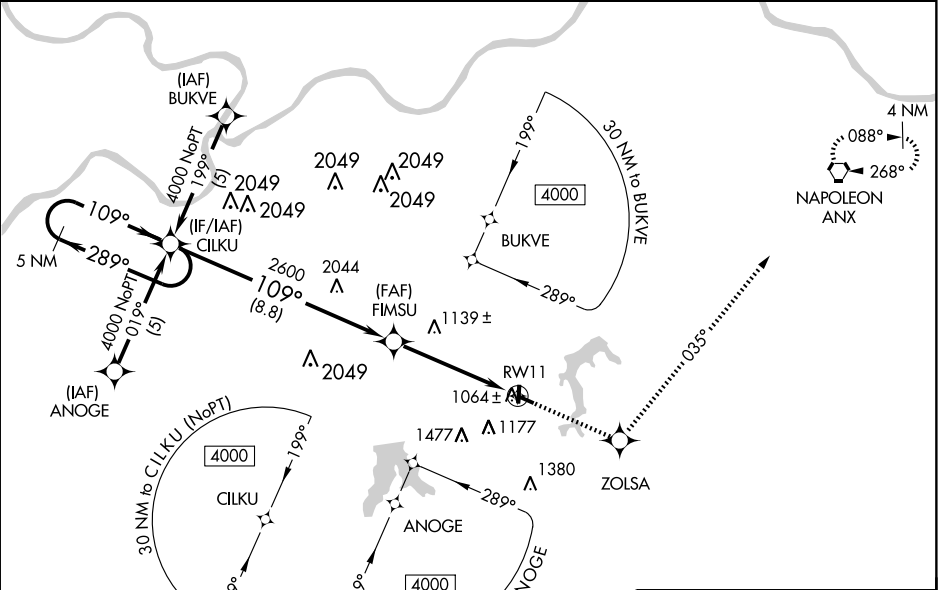
LEE'S SUMMIT MUNI (LXT)

▼ Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F)
or above 54°C (130°F).

▲ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Charles B. Wheeler Downtown
altimeter setting and increase all DAs 68 feet, and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct
ZOLSA and via 035° track ANX VORTAC
and hold.

ASOS 124.175	KANSAS CITY APP CON 118.4 294.7	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 0
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5 NM Holding Pattern

CILKU

3000 ZOLSA 035° TRK ANX

4000 ← 289°
→ 109°

GS 3.00°
TCH 40

VGSI and RNAV
glidepath not coincident.

109°

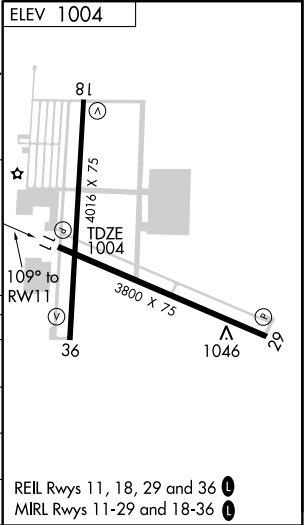
FIMSU

2600

RW11

8.8 NM 4.9 NM

CATEGORY	A	B	C	D
LPV DA	1254-1	250 (300-1)		NA
LNAV/VNAV DA	1334-1¼	330 (400-1¼)		NA
LNAV MDA	1400-1	396 (400-1)		NA
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA



WAAS CH 82204 W18A	APP CRS 179°	Rwy Idg TDZE Apt Elev	4016 998 1004
--	------------------------	-----------------------------	--

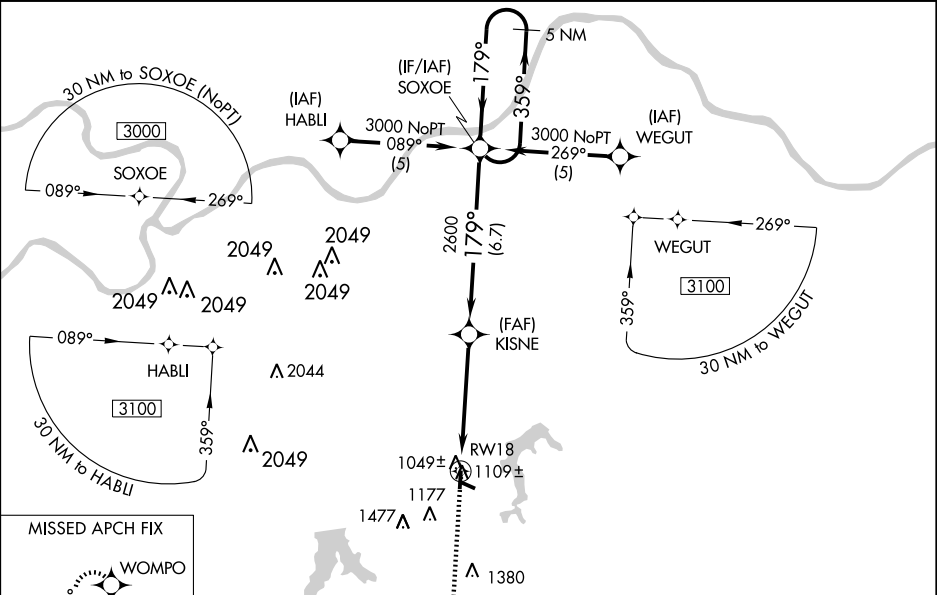
RNAV (GPS) RWY 18

LEE'S SUMMIT MUNI (LXT)

Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Visibility reduction by helicopters NA.
If local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 68 feet, and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct WOMPO and hold.

ASOS 124.175	KANSAS CITY APP CON 118.4 294.7	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 1
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ELEV 1004				
179° to RW18				
81 TDZE 998				
4016 X 75				
36 1046 29				
3800 X 75				
REIL Rwy 11, 18, 29 and 36 1				
MRL Rwy 11-29 and 18-36 1				

CATEGORY	A	B	C	D
LPV DA	1248-1	250 (300-1)		NA
LNAV/VNAV DA	1378-1¼	380 (400-1¼)		NA
LNAV MDA	1360-1	362 (400-1)		NA
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA

WAAS CH 48905 W29A	APP CRS 289°	Rwy Idg TDZE Apt Elev	3800 1004 1004
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RNAV (GPS) RWY 29

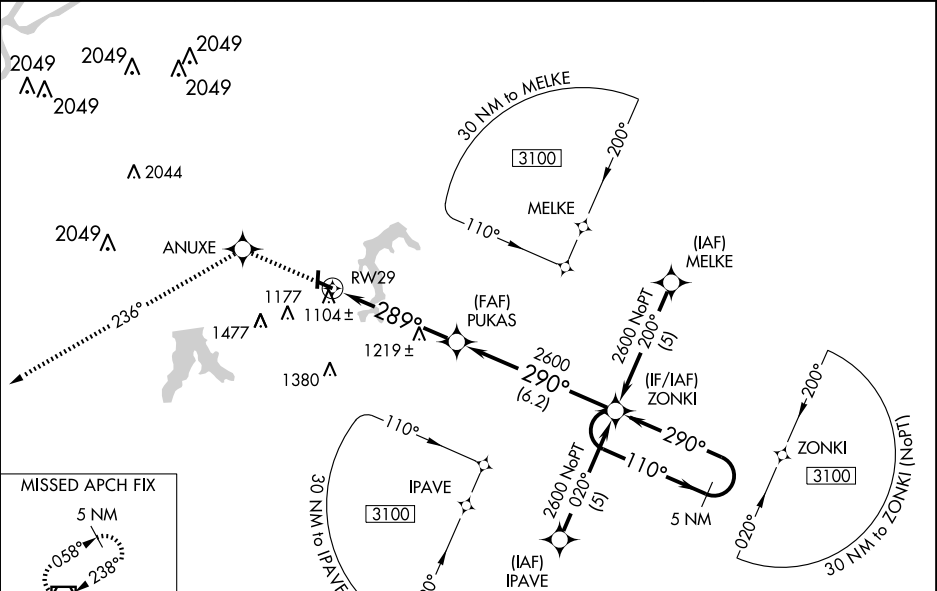
LEE'S SUMMIT MUNI (LXT)

▼ Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

▲ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 68 feet, and all MDAs 80 feet.

MISSED APPROACH: Climb to 4000 direct ANUXE and via 236° track to OJC VOR/DME and hold.

ASOS 124.175	KANSAS CITY APP CON 118.4 294.7	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 1
------------------------	---	---------------------------	--



4000 ↑

ANUXE

236° TRK

OJC

PUKAS

ZONKI

5 NM Holding Pattern

RWY 29

289°

290°

110°

2600

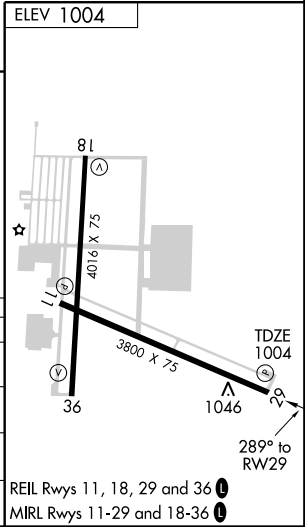
GS 3.00°

TCH 40

4.8 NM

6.2 NM

CATEGORY	A	B	C	D
LPV DA	1254-1	250 (300-1)		NA
LNAV/VNAV DA	1374-1¼	370 (400-1¼)		NA
LNAV MDA	1480-1	476 (500-1)	1480-1¼ 476 (500-1¼)	NA
CIRCLING	1480-1 476 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA



NC-3. 17 DEC 2009 to 14 JAN 2010

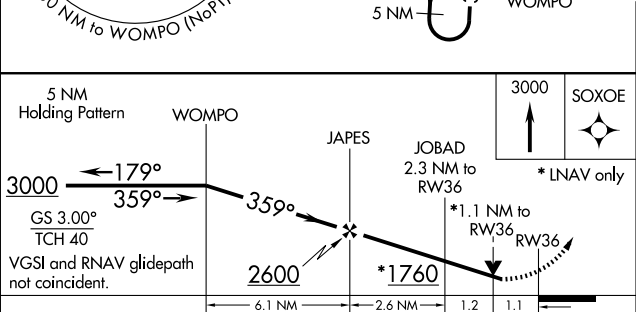
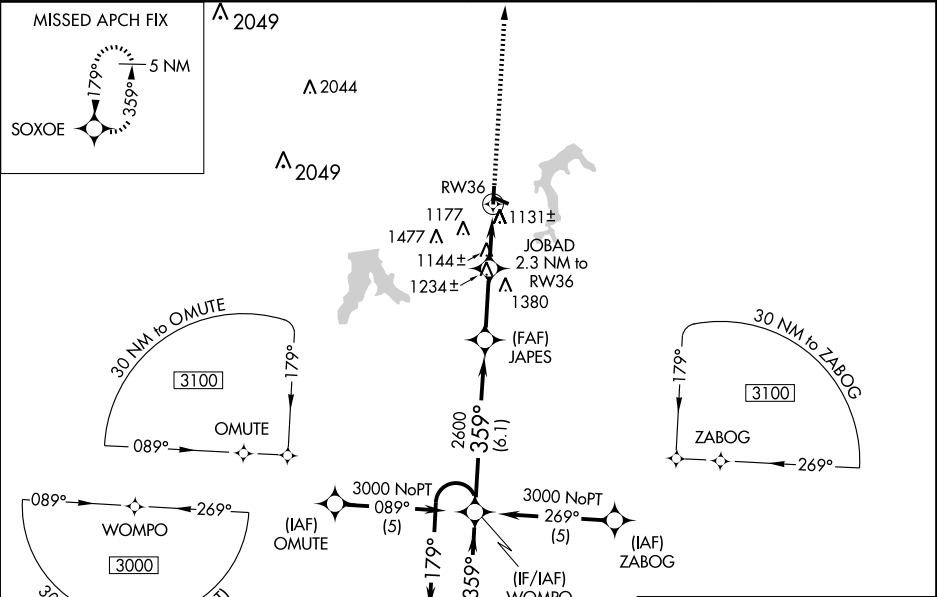
RNAV (GPS) RWY 36
LEE'S SUMMIT MUNI (LXT)

WAAS CH 48805 W36A	APP CRS 359°	Rwy Idg TDZE 998 Apt Elev 1004
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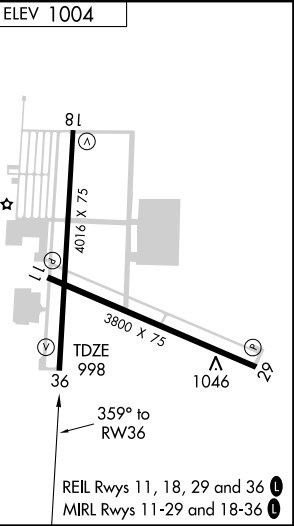
Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Charles B. Wheeler Downtown altimeter setting. If local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 68 feet and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct SOXOE and hold.

ASOS 124.175	KANSAS CITY APP CON 118.4 294.7	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 1
------------------------	---	---------------------------	---------------------------------



CATEGORY	A	B	C	D
LPV DA	1331-1¼	333 (400-1¼)		NA
LNAV/VNAV DA	1530-2	532 (600-2)		NA
LNAV MDA	1420-1	422 (500-1)	1420-1¼ 422 (500-1¼)	NA
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA

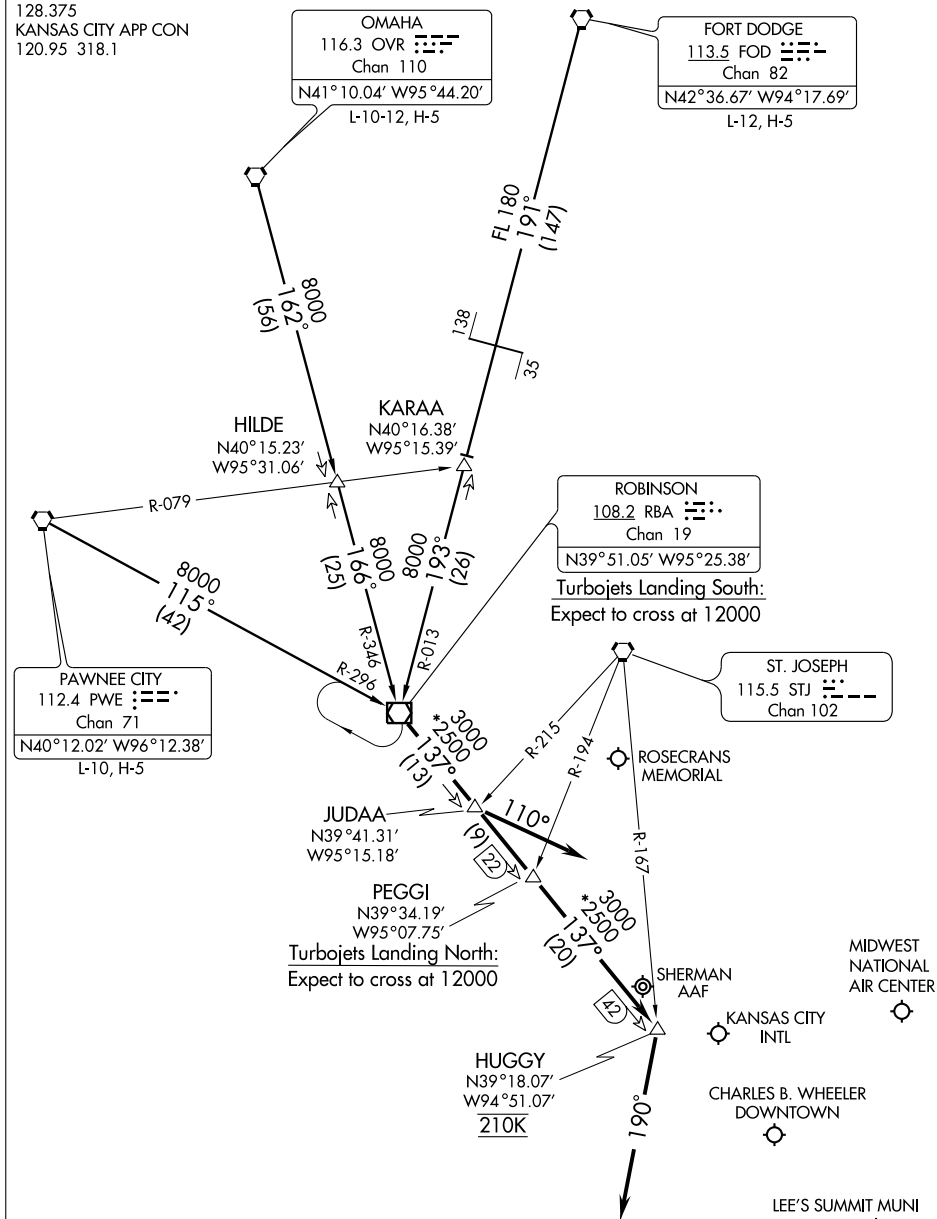


ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW

CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

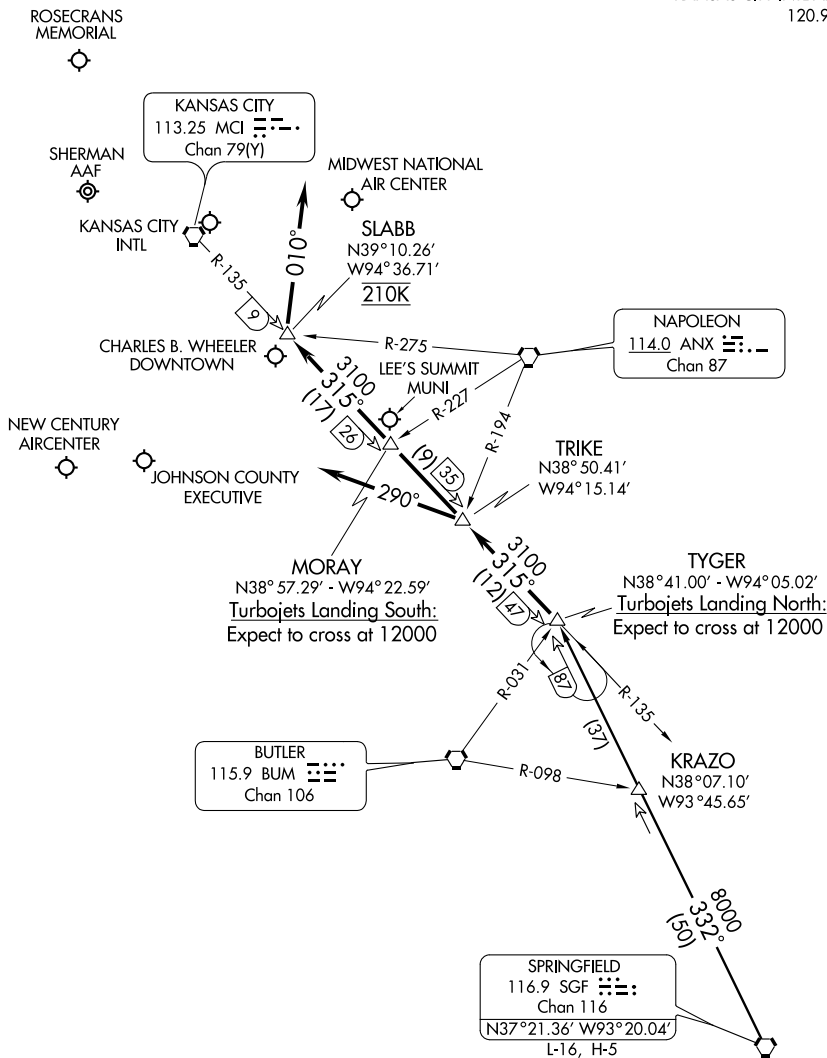
. . . . Expect radar vector to final approach course.

(TYGER.TYGER6) 08101 TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):


From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

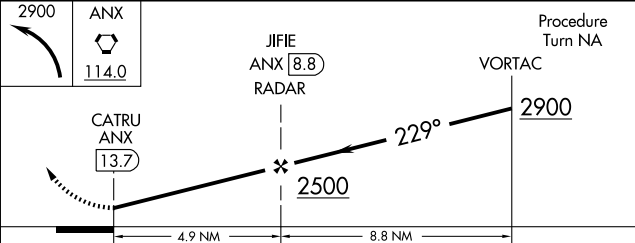
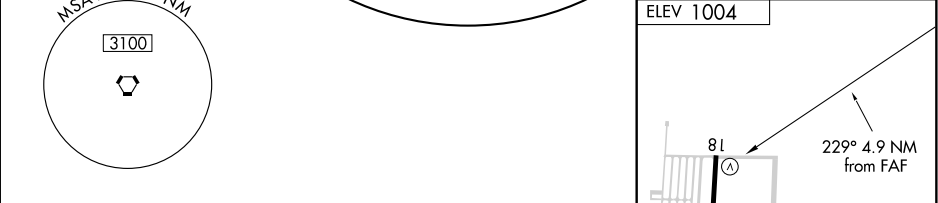
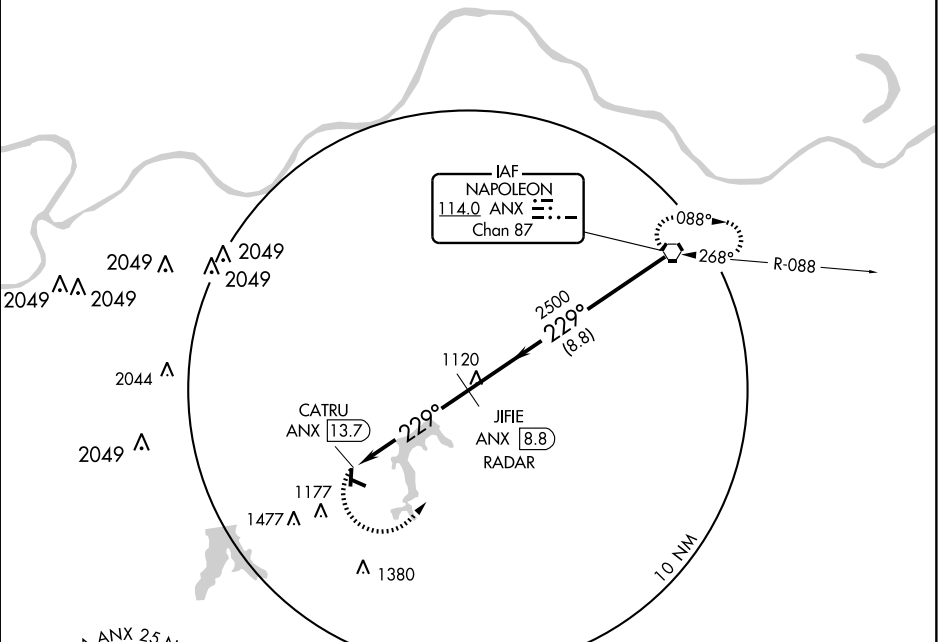
....Expect radar vectors to final approach course.

VORTAC ANX 114.0 Chan 87	APP CRS 229°	Rwy Idg TDZE Apt Elev 1004	N/A N/A 1004
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VOR/DME-A
LEE'S SUMMIT MUNI (LXT)

 NA	When local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all MDA 80 feet, and Cat C visibility ¼ mile.	MISSED APPROACH: Climbing left turn to 2900 direct ANX VORTAC and hold.
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ASOS 124.175	KANSAS CITY APP CON 118.4 294.7	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA

REIL Rwy 11, 18, 29, and 36 **0**
MRL Rwy 11-29 and 18-36 **0**

VORTAC ANX <u>114.0</u> Chan 87	APP CRS 227°	Rwy Idg 2925 TDZE 691 Apt Elev 691
---------------------------------------	------------------------	---

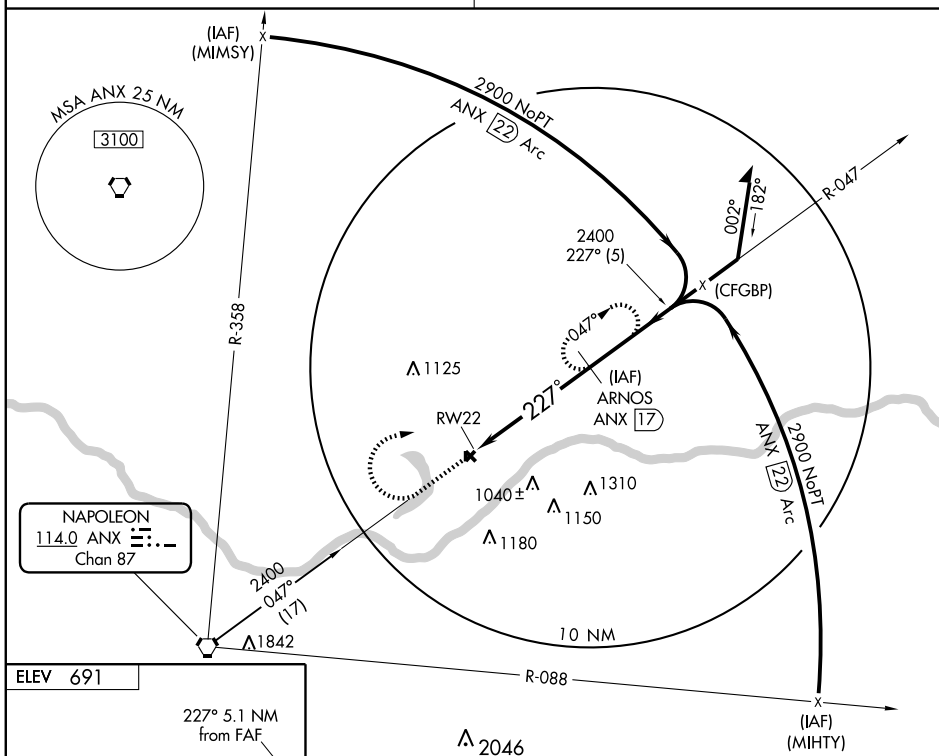
VOR/DME or GPS RWY 22

LEXINGTON MUNI (4K3)

T Use Charles B. Wheeler Downtown altimeter setting.

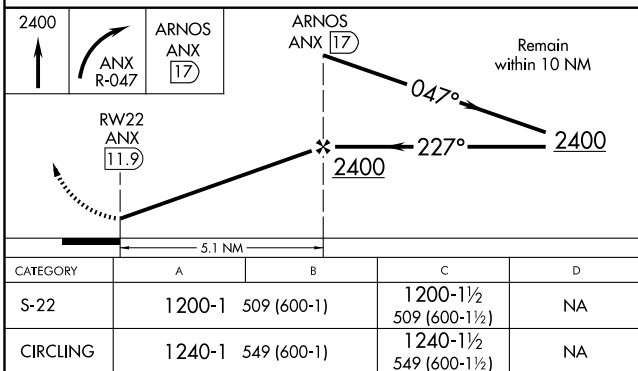
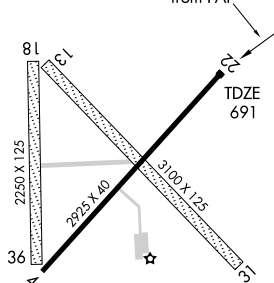
MISSED APPROACH: Climb to 2400 then right turn via ANX R-047 to ARNOS/17 DME and hold.

KANSAS CITY CENTER
135.575 323.15

UNICOM
122.7 (CTAF)

ELEV	691
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227° 5.1 NM
from FAF



LIRL Rwy 4-22

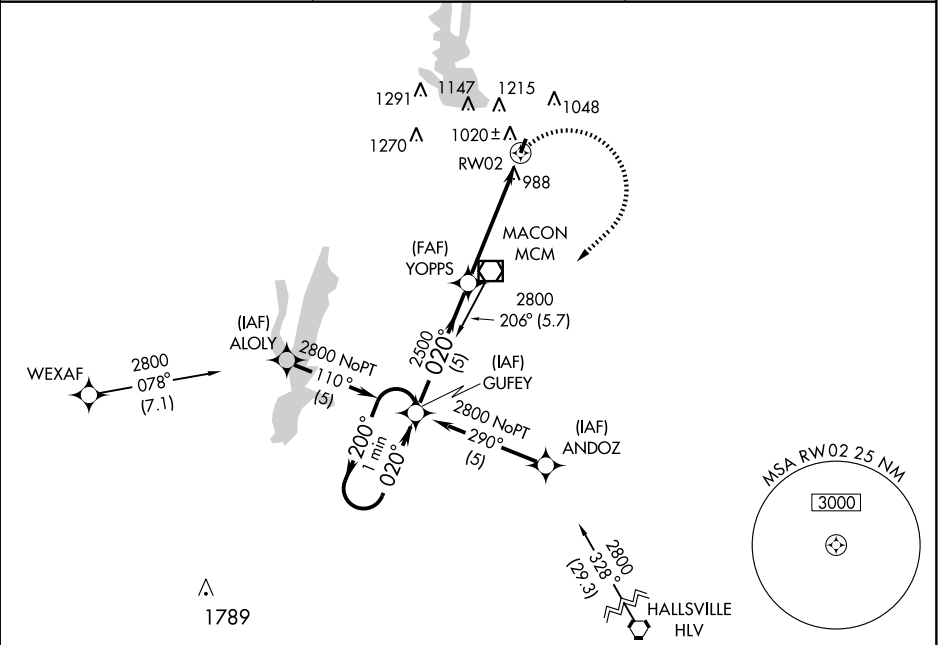
NC-3, 17 DEC 2009 to 14 JAN 2010

Obtain Moberly altimeter setting on CTAF (122.7); when not received use Columbia altimeter setting.

▲ NA

MISSED APPROACH: Climbing right turn to 2800 direct GUFY WP and hold.

KANSAS CITY CENTER 125.25 381.5	MOBERLY CTAF 122.7	UNICOM 122.8 (CTAF) 1
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ELEV 874

One Minute Holding Pattern

2800

GUFY

200°

020°

2500

YOPPS

2.99°

TCH 40

5 NM

5 NM

RW02

2800

GUFY

CATEGORY	A	B	C	D
S-2	1320-1 446 (500-1)		1320-1¼ 446 (500-1¼)	NA
CIRCLING	1420-1 546 (600-1)	1620-1¼ 746 (800-1¼)	1620-2½ 746 (800-2½)	NA
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-2	1420-1 546 (600-1)		1420-1½ 546 (600-1½)	NA
CIRCLING	1520-1 646 (700-1)	1700-1¼ 826 (900-1¼)	1700-2¼ 826 (900-2¼)	NA

890

▲

020° to RW02

TDZE 874

MIRL Rwy 2-20 1

VOR/DME MCM 112.9 Chan 76	APP CRS 189°	Rwy Idg 3300 TDZE 874 Apt Elev 874
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VOR/DME or GPS RWY 20

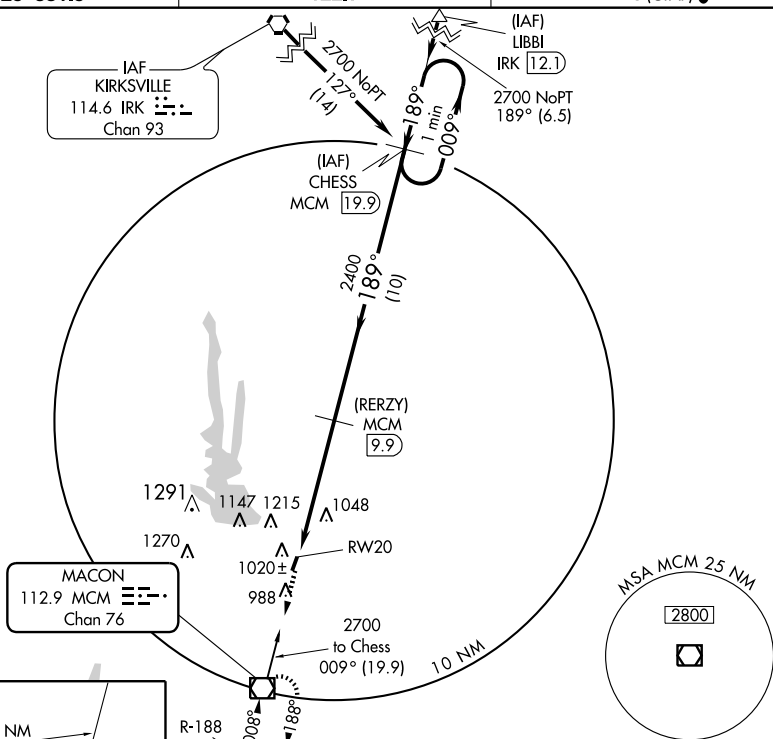
MACON-FOWER MEMORIAL (K89)

A NA Obtain Moberly altimeter setting CTAF (122.7); when not received use Columbia altimeter setting.

MISSED APPROACH: Climb to 2700 direct to MCM VOR/DME and hold.

KANSAS CITY CENTER
125.25 381.5

MOBERLY CTAF
122.7

UNICOM
122.8 (CTAF) **L**

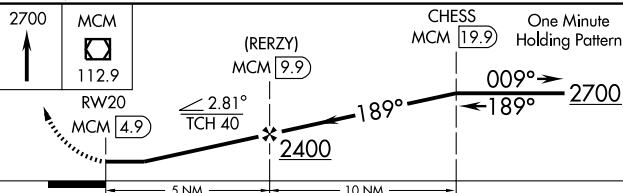
ELEV 874

189° 5 NM
from FAF

TDZE 874 ²⁰**1**

890
Δ

2



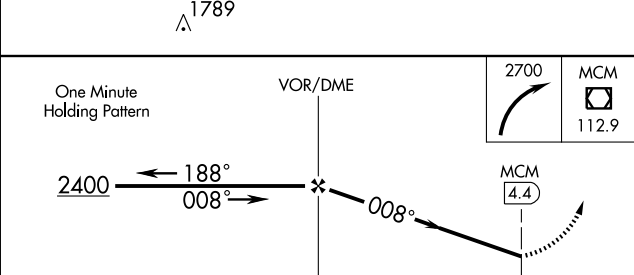
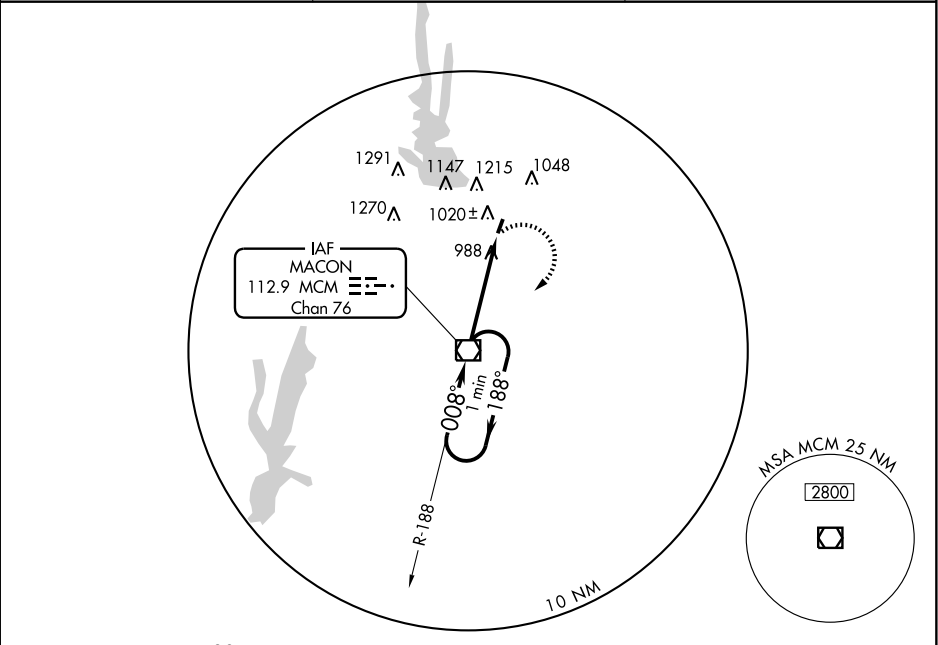
CATEGORY	A	B	C	D
S-20	1560-1 686 (700-1)		1560-2 686 (700-2)	NA
CIRCLING	1560-1 686 (700-1)	1620-1 ¼ 786 (800-1 ¼)	1620-2 ¼ 746 (800-2 ¼)	NA
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-20	1660-1 786 (800-1)	1660-1 ¼ 786 (800-1 ¼)	1660-2 ¼ 786 (800-2 ¼)	NA
CIRCLING	1660-1 786 (800-1)	1700-1 ¼ 826 (900-1 ¼)	1700-2 ½ 826 (900-2 ½)	NA

MIRL Rwy 2-20 L

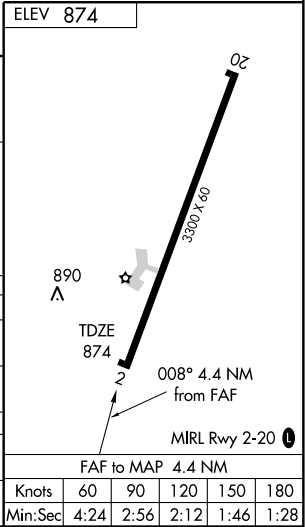
⚠️ NA Obtain Moberly altimeter setting on CTAF (122.7); when not received use Columbia altimeter setting.

MISSED APPROACH: Climbing right turn to 2700 direct MCM VOR/DME and hold.

KANSAS CITY CENTER 125.25 381.5	MOBERLY CTAF 122.7	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-2	1320-1	446 (500-1)	1320-1¼ 446 (500-1¼)	NA
CIRCLING	1420-1 546 (600-1)	1620-1¼ 746 (800-1¼)	1620-2½ 746 (800-2½)	NA
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-2	1420-1	546 (600-1)	1420-1½ 546 (600-1½)	NA
CIRCLING	1520-1 646 (700-1)	1700-1¼ 826 (900-1¼)	1700-2½ 826 (900-2½)	NA



WAAS CH 61315 W14A	APP CRS 137°	Rwy Idg TDZE Apt Elev	4999 292 294
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RNAV (GPS) RWY 14

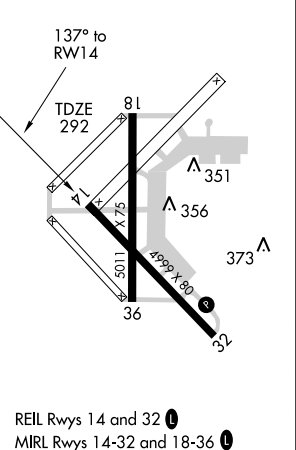
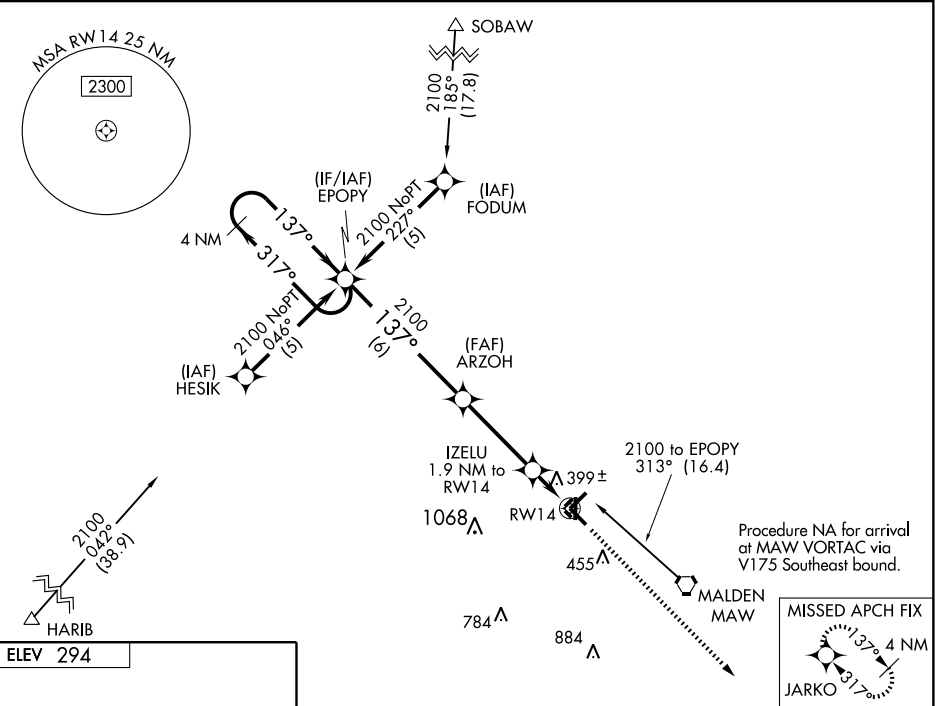
MALDEN RGNL (MAW)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet, LNAV/VNAV all Cats and LNAV Cat C visibilities ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting.

⚠ NA

MISSED APPROACH:
Climb to 2100 direct JARKO and hold.

AWOS-3 119.825	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
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	EPOPY	ARZOH	IZELU 1.9 NM to RW14	JARKO
	4 NM Holding Pattern			
	2100	137°	2100	2100
	GS 3.00° TCH 40		*920	
	6 NM	3.6 NM	0.9	1 NM
CATEGORY	A	B	C	D
LPV DA	542-1	250 (300-1)		NA
LNAV/VNAV DA	698-1½	406 (500-1½)		NA
LNAV MDA	660-1	368 (400-1)		NA
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

REIL Rwy 14 and 32 0
MIRL Rwy 14-32 and 18-36 0

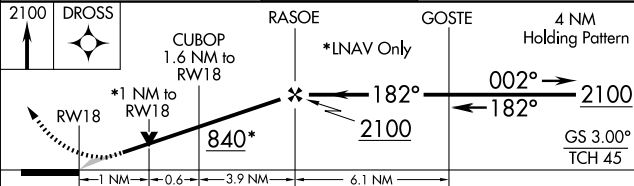
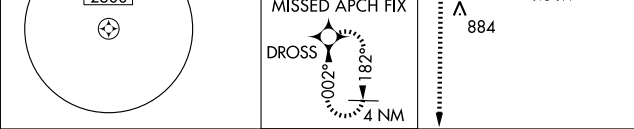
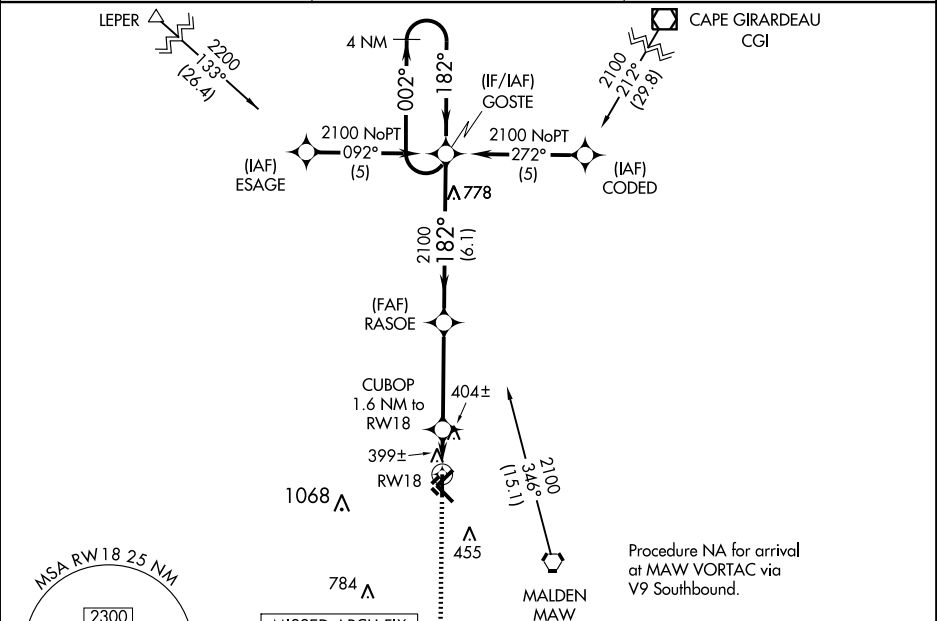
WAAS CH 78315 W18A	APP CRS 182°	Rwy Idg TDZE Apt Elev	5011 294 294
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RNAV (GPS) RWY 18
MALDEN RGNL (MAW)

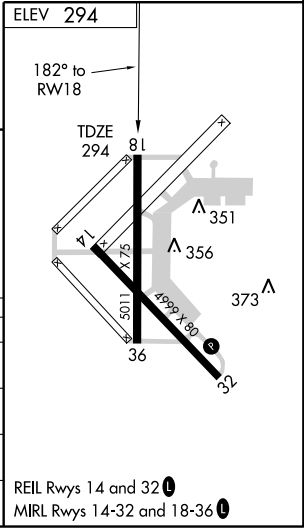
▼ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

▲ NA MISSED APPROACH: Climb to 2100 direct DROSS and hold.

AWOS-3 119.825	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	544-1	250 (300-1)		NA
LNAV/VNAV DA	669-1 ¼	375 (400-1 ¼)		NA
LNAV MDA	660-1	366 (400-1)		NA
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1 ½ 526 (600-1 ½)	NA



WAAS
CH **93815**
W36A

APP CRS
002°

Rwy Idg
TDZE
Apt Elev

5011
293
294

RNAV (GPS) RWY 36

MALDEN RGNL (MAW)

▼

▲ NA

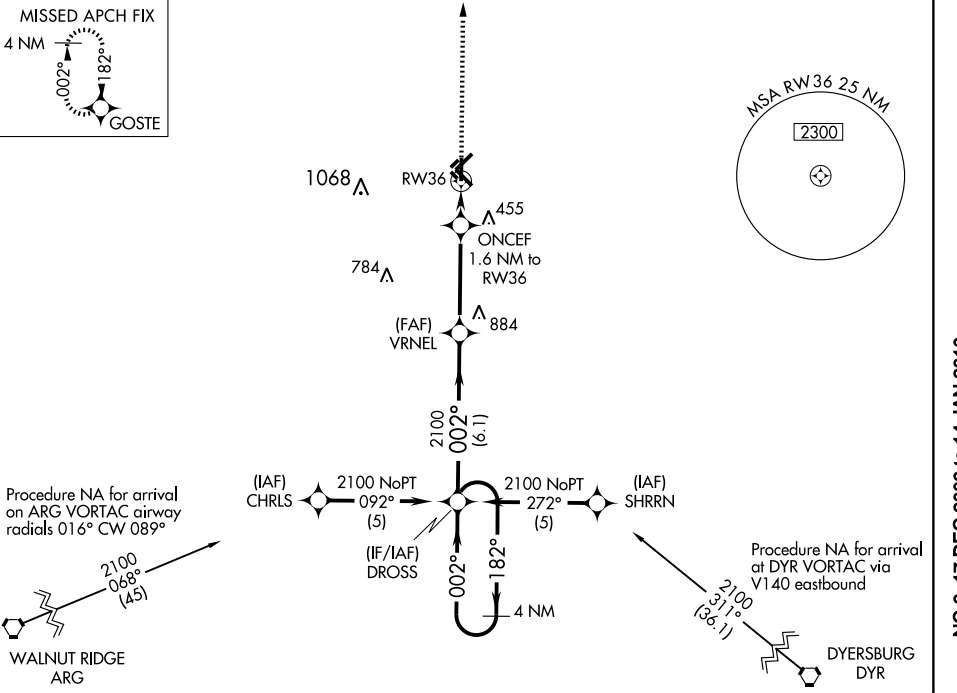
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet and LNAV Cat C visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting.

MISSED APPROACH:
Climb to 2100 direct
GOSTE and hold.

AWOS-3
119.825

MEMPHIS CENTER
133.65 292.15

UNICOM
122.8 (CTAF) 0



ELEV 294

REIL Rwy 14 and 32

MIRL Rwy 14-32 and 18-36

4 NM Holding Pattern

DROSS

VRNEL

ONCEF
1.6 NM to RW36

2100

GOSTE

* LNAV Only

* 1 NM to RW36

RW36

* 820

6.1 NM

3.9 NM

0.6

1 NM

GS 3.00°
TCH 45

CATEGORY	A	B	C	D
LPV DA	543-1	250 (300-1)		NA
LNAV/VNAV DA	698-1½	405 (500-1½)		NA
LNAV MDA	660-1	367 (400-1)		NA
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

81

351 Δ

356 Δ

373 Δ

36

TDZE 293

394± Δ 394± Δ

002° to RW36

NC-3, 17 DEC 2009 to 14 JAN 2010

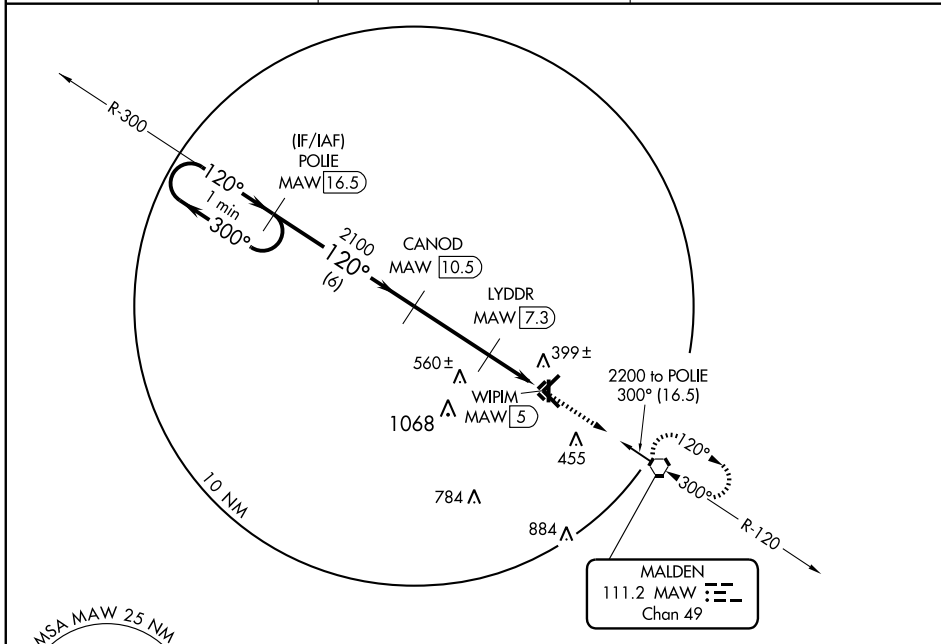
VORTAC MAW	APP CRS	Rwy Idg	4999
111.2	120°	TDZE	292
Chan 49		Apt Elev	294

VOR/DME RWY 14

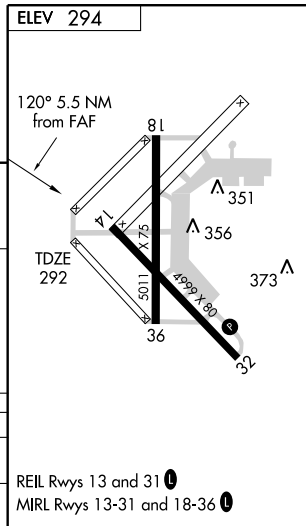
MALDEN RGNL (MAW)

<p>▼</p> <p>▲ NA</p>	<p>When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all MDA 60 feet and S-14 Cat C visibility ¼ mile. VDP NA when using Poplar Bluff altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2200 direct MAW VORTAC and hold, continue climb-in-hold to 2200.</p>
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AWOS-3 119.825	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
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One Minute Holding Pattern	POLIE MAW 16.5	CANOD MAW 10.5	LYDDR MAW 7.3	2200	MAW 111.2
2200	300°	120°	120°	3.02° TCH 40	2100
6 NM	3.2 NM	1.3 NM	1 NM	MAW 6	WIPI MAW 5
CATEGORY	A	B	C	D	
S-14	660-1	368 (400-1)		NA	
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA	



REIL Rwy 13 and 31 0
MIRL Rwy 13-31 and 18-36 0

VORTAC MAW 111.2 Chan 49	APP CRS 298°	Rwy Idg TDZE Apt Elev	4999 292 294
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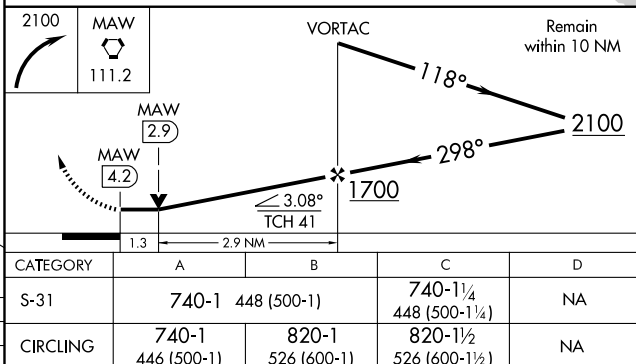
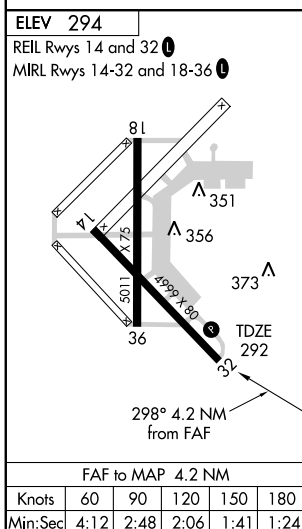
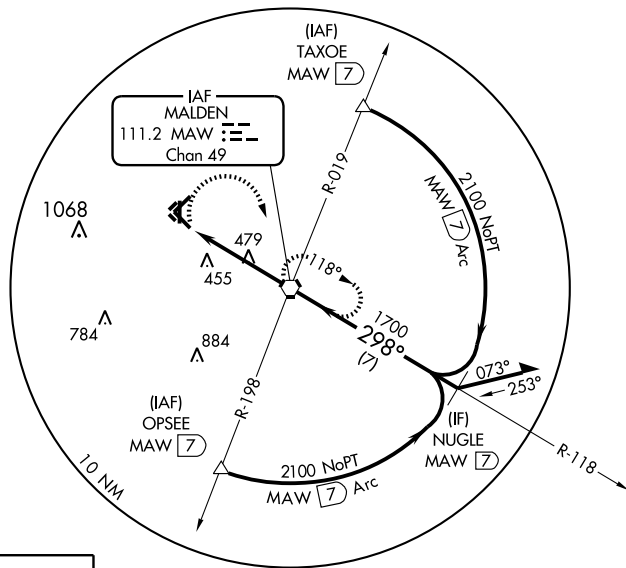
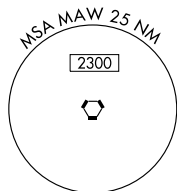
VOR RWY 32

MALDEN RGNL (MAW)

▼ Visibility reduction by helicopters NA.
▲ NA When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all MDA 60 feet and S-32 Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2100 direct MAW VORTAC and hold.

AWOS-3 119.825	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
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NDB PUR 371	APP CRS 352°	Rwy ldg TDZE Apt Elev 4712 779 779
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NDB RWY 36

MARSHALL MEMORIAL MUNI (MHL)

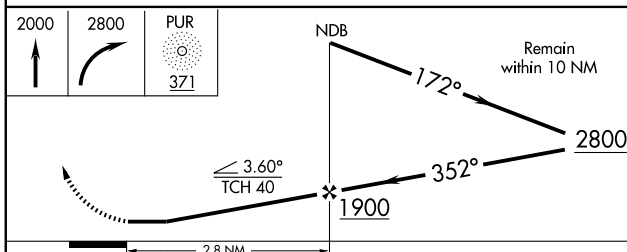
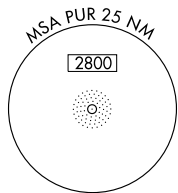
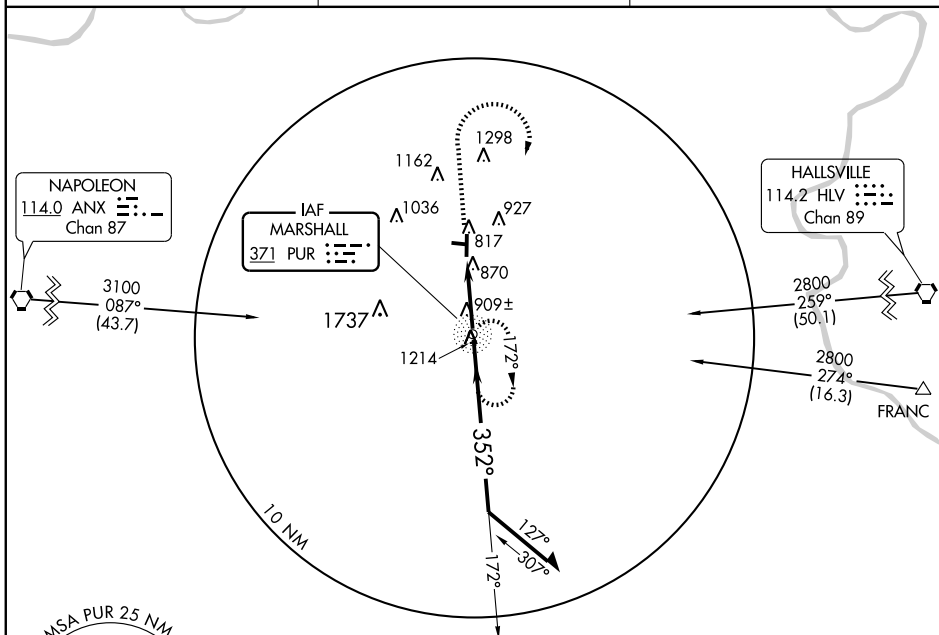
NA Visibility reduction by helicopters NA.
When local altimeter setting not received, use Sedalia Memorial altimeter setting and increase all MDA 80 feet and increase S-36 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct PUR NDB and hold.

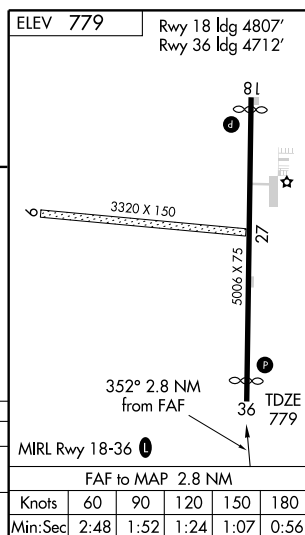
AWOS-3
118.675

WHITEMAN APP CON★
127.45

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-36	1220-1 441 (500-1)		1220-1¼ 441 (500-1¼)	NA
CIRCLING	1240-1 461 (500-1)		1240-1½ 461 (500-1½)	NA



RNAV (GPS) RWY 36

MARSHALL MEMORIAL MUNI (MHL)

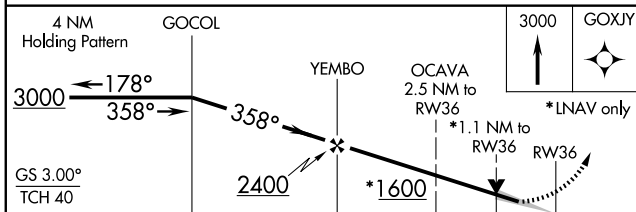
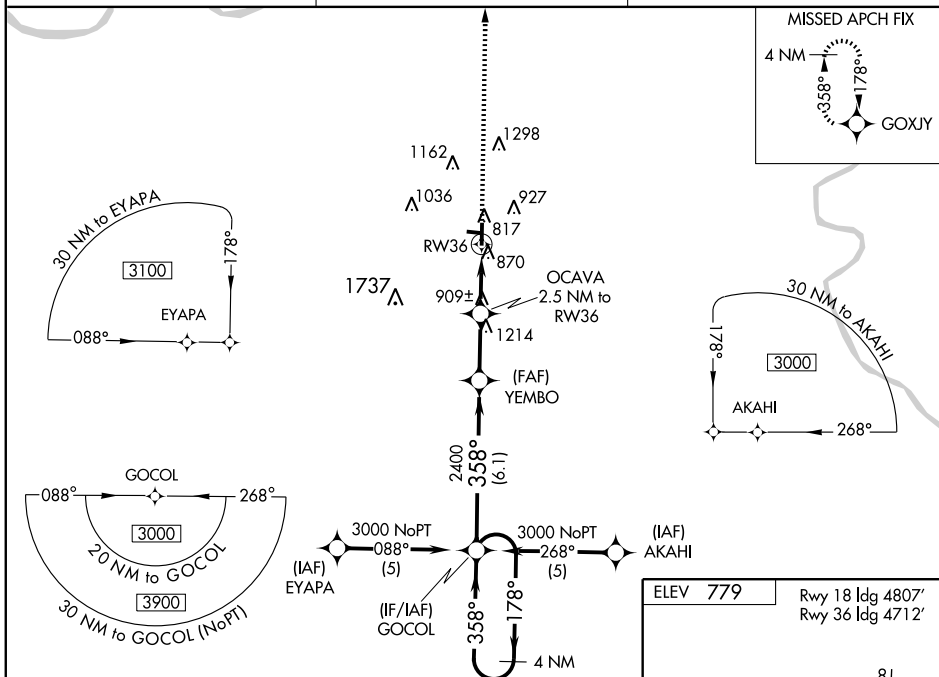
V Baro-VNAV NA when using Sedalia Memorial altimeter setting.
Δ NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
 DME/DME RNP-0.3 NA. VDP NA when using Sedalia Memorial altimeter setting.
 When local altimeter setting not received, use Sedalia Memorial altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3000
 direct GOXJY and hold.

AWOS-3
118.675

WHITEMAN APP CON ★
127.45

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	1029-1	250 (300-1)		NA
LNAV/VNAV DA	1181-1½	402 (500-1½)		NA
LNAV MDA	1180-1	401 (500-1)	1180-1¼ 401 (500-1¼)	NA
CIRCLING	1240-1	461 (500-1)	1240-1½ 461 (500-1½)	NA

MIRL Rwy 18-36 0

WAAS CH 72807 W14A	APP CRS 143°	Rwy Idg TDZE Apt Elev	4600 1142 1145
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RNAV (GPS) RWY 14

MARYVILLE/NORTHWEST MISSOURI RGNL (EVU)

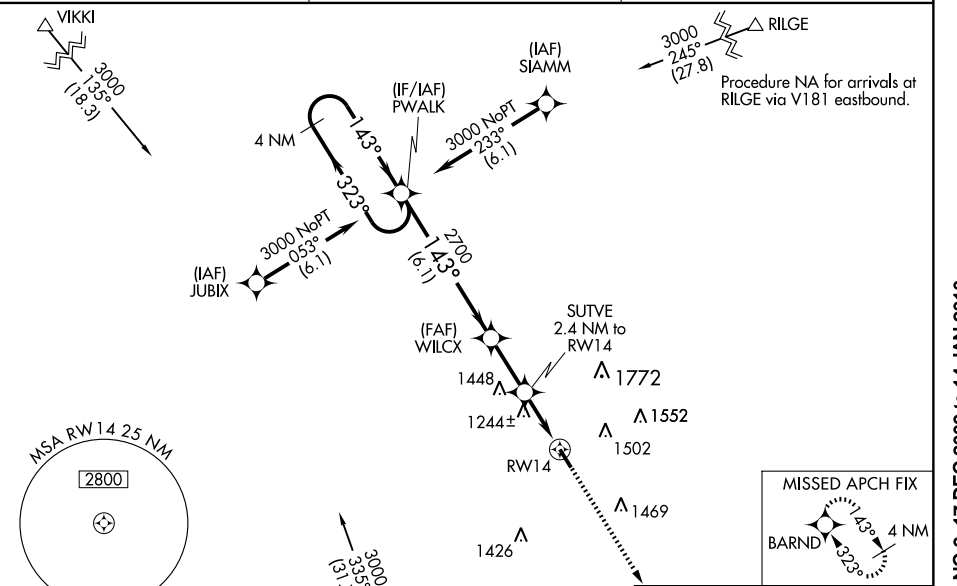
▼

▲ NA

Baro-VNAV NA when using St. Joseph altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Joseph altimeter setting and increase LPV DA to 1518 feet, LNAV/VNAV DA to 1742 feet and all MDA 140 feet, increase LPV visibility ¼ mile all Cats, LNAV/VNAV ½ mile all Cats, and LNAV Cat C ¼ mile. Circling NA East of runway 18-36.

MISSED APPROACH:
Climb to 3000 direct
BARND and hold.

AWOS-3 118.225	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF) ①
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ELEV 1145

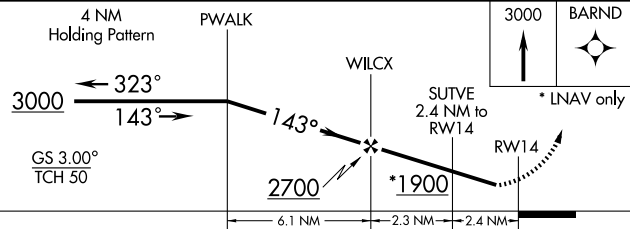
143° to RW14

1156 ±

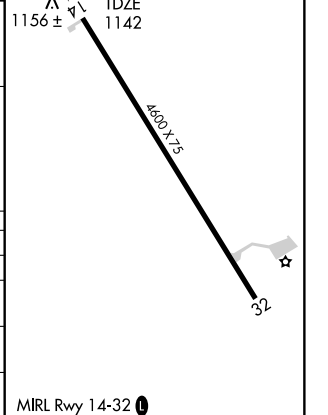
TDZE 1142

4600 X.75

32



CATEGORY	A	B	C	D
LPV DA	1392-1	250 (300-1)		NA
LNAV/VNAV DA	1616-1 3/4	474 (500-1 3/4)		NA
LNAV MDA	1500-1	358 (400-1)		NA
CIRCLING	1500-1 355 (400-1)	1600-1 455 (500-1)	1600-1 1/2 455 (500-1 1/2)	NA



MIRL Rwy 14-32 ①

▼

▲ NA

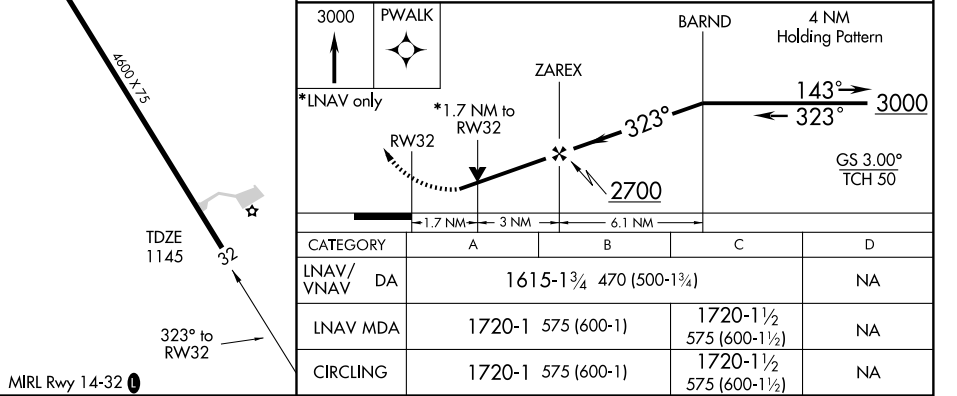
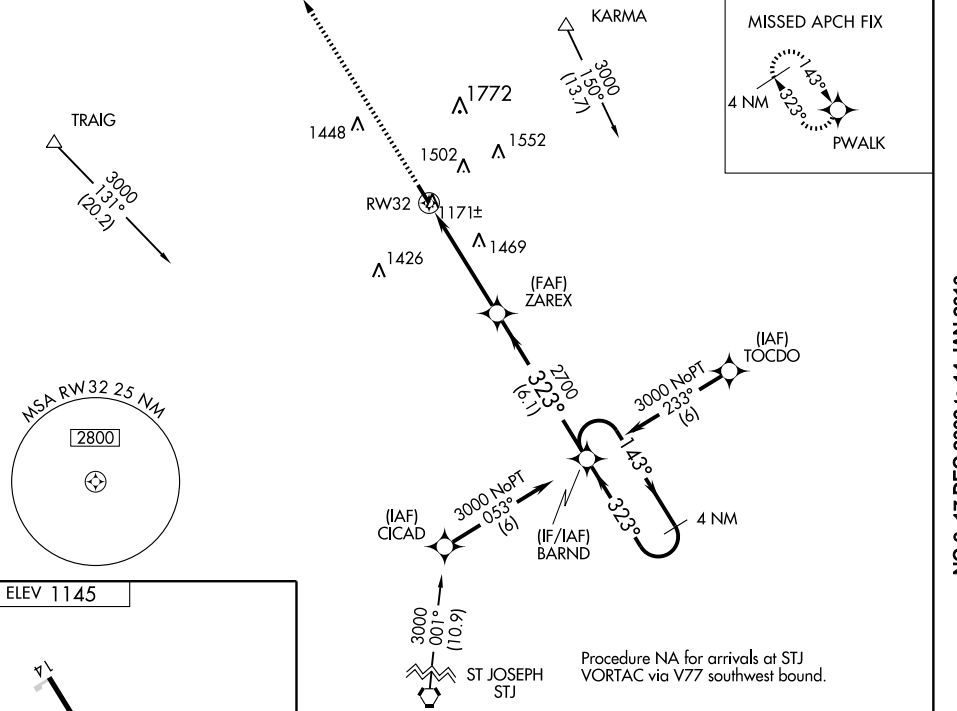
Baro-VNAV NA when using St. Joseph altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Joseph altimeter setting and increase LNAV/VNAV DA to 1741 feet, and all MDA 140 feet, increase visibility LNAV/VNAV ¼ mile all Cats, LNAV Cat C ½ mile, and Circling Cat C ½ mile. VDP NA when using St. Joseph altimeter setting. Circling NA east of Rwy 18-36.

MISSED APPROACH: Climb to 3000 direct PWALK and hold.

AWOS-3
118.225

MINNEAPOLIS CENTER
119.6 290.4





UNICOM
122.8 (CTAF) 0



NC-3. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-EYR <u>109.5</u> Chan 32	APP CRS 244°	Rwy Idg 5130 TDZE 817 Apt Elev 823
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LOC/DME RWY 24
MEXICO MEMORIAL (MYJ)

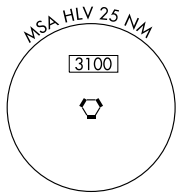
	<p>If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDAs 80 feet.</p>	<p>VDP NA with Columbia Rgnl altimeter setting.</p>	<p>MALS</p> 
	<p>NA</p>		

MISSED APPROACH: Climb to 1300, then climbing right turn to 3000 direct HLV VORTAC and hold.


AWOS-3
120.575

MIZZU APP CON
124.375

CTAF
122.9 **L**



Procedure NA for arrivals on UIN
VORTAC airway radials 143 CW 217.

IAF
QUINCY
113.6 UIN 
Chan 83

3000 NoPT
197°
(39.4)

 Λ^{2043}

LOCALIZER .. 109.5
I-EYR :-:-
Chan 32

HALLSVILLE
14.2 HLV ::::
Chan 89

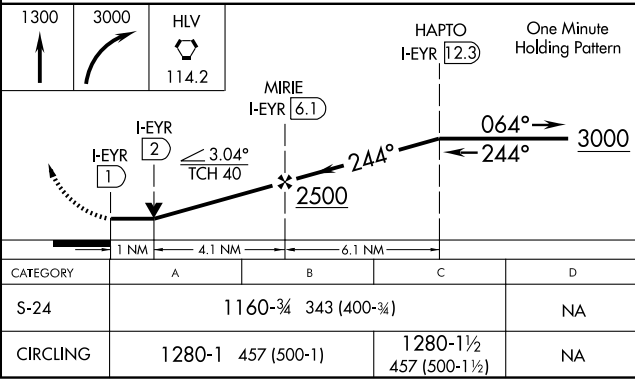
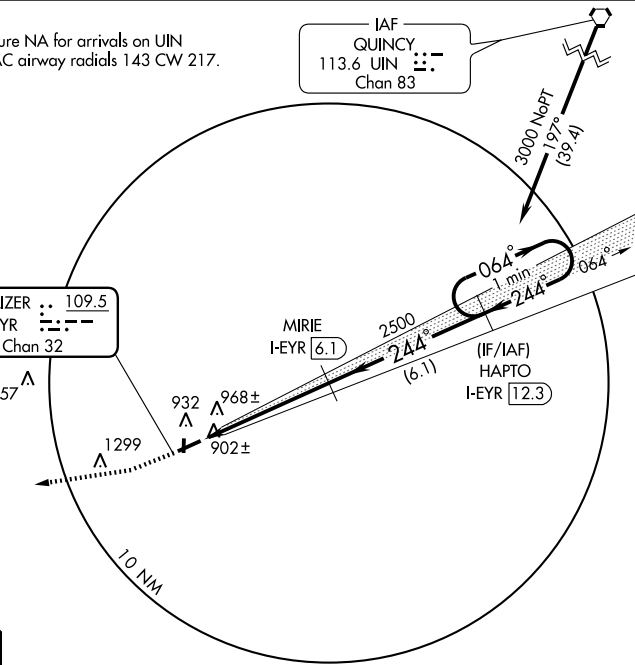
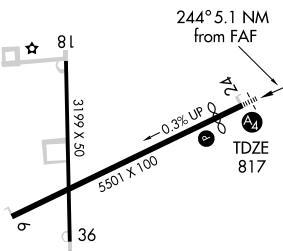
MIRIE
I-FYR 6

(IF/IAF)
HAPTO
I-EYR 12.3

R-247

3000 to HAPTO
067°
(26.2)

ELEV 823



REIL Rwy 18 **L**
MIRL Rwy 6-24 **L**
LIRL Rwy 18-36 **L**

APP CRS
064°

Rwy Idg	5501
TDZE	823
Apt Elev	823

RNAV (GPS) RWY 6
MEXICO MEMORIAL (MYJ)

MEXICO MEMORIAL (MYJ)



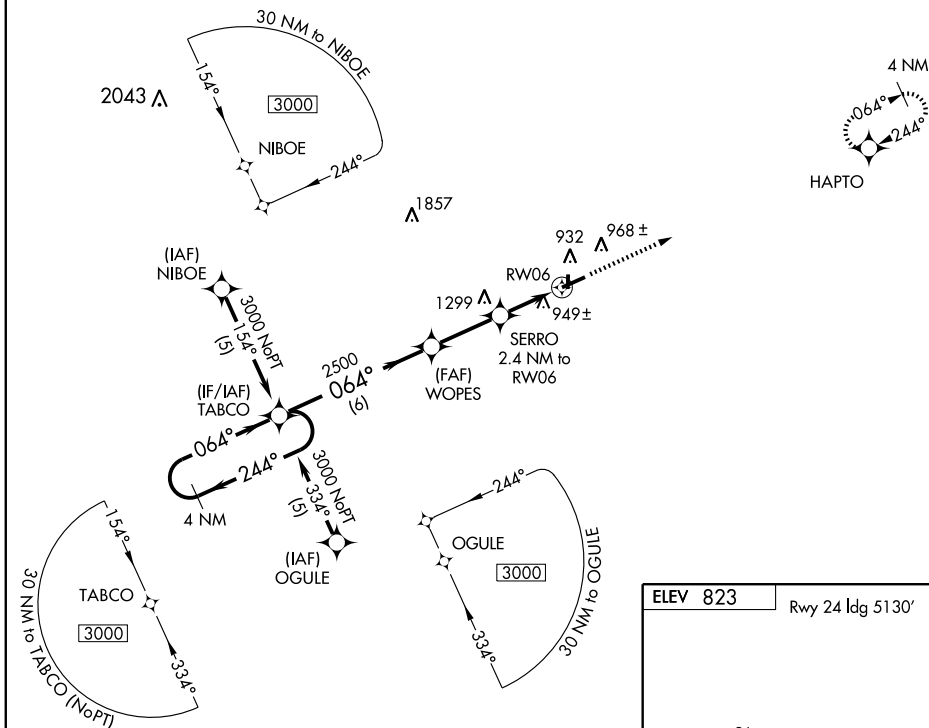
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Columbia
Rgnl altimeter setting and increase all MDAs 80 feet.
VDP NA with Columbia Rgnl altimeter setting.



MISSED APPROACH: Climb to 3000 direct HAPTO WP and hold.

AWOS-3
120,575

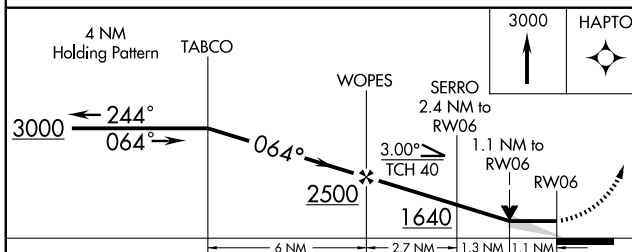
MIZZU APP CON
124.375

CTAF
122.9 **L**

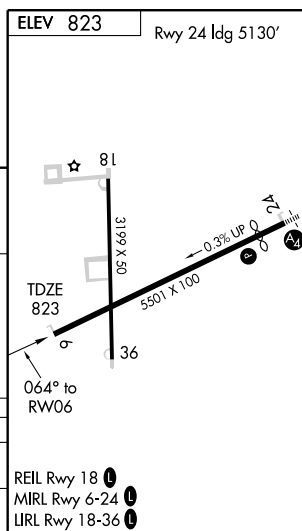
NC-3, 17 DEC 2009 to 14 JAN 2010

ELEV 823

Rwy 24 ldg 5130'



CATEGORY	A	B	C	D
LNAY MDA	1200-1 377 (400-1)			NA
CIRCLING	1280-1 457 (500-1)		1280-1½ 457 (500-1½)	NA



RNAV (GPS) RWY 24
MEXICO MEMORIAL (MYJ)

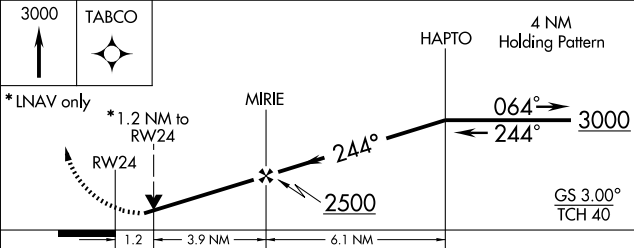
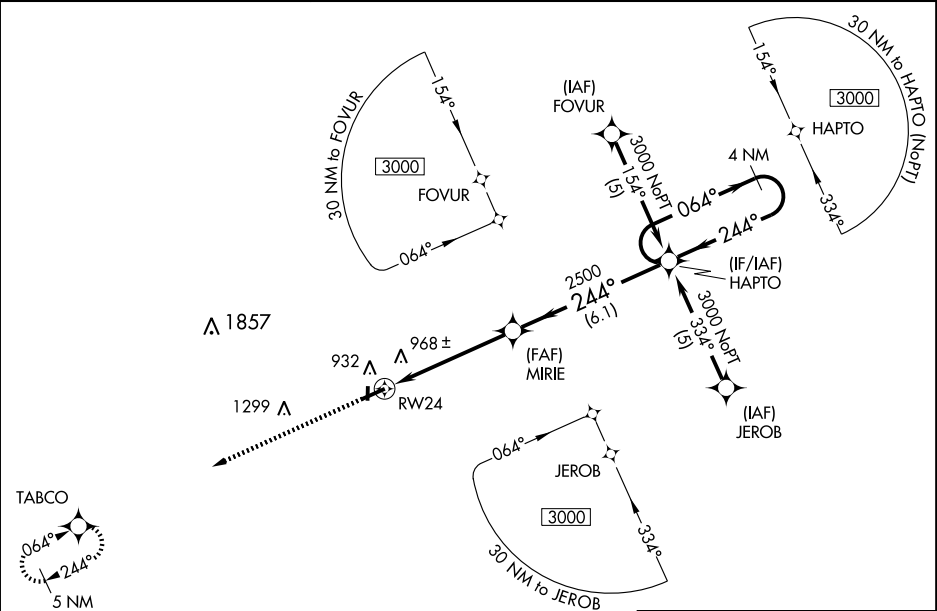
WAAS Chan 56213 W24A	APP CRS 244°	Rwy Idg TDZE Apt Elev	5130 817 823
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NA Inoperative table does not apply to LPV, LNAV/VNAV, and LNAV Cat C. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV and VDP NA when using Columbia Rgnl altimeter setting.

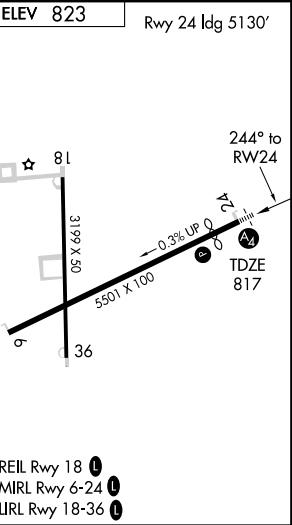


MISSED APPROACH: Climb to 3000 direct TABCO and hold.

AWOS-3 120.575	MIZZU APP CON 124.375	CTAF 122.9
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CATEGORY	A	B	C	D
LPV DA	1126-1	309 (400-1)		NA
LNAV/VNAV DA	1278-1¼	461 (500-1¼)		NA
LNAV MDA	1220-¾ 403 (400-¾)	1220-1¼ 403 (400-1¼)		NA
CIRCLING	1280-1¼	457 (500-1¼)		NA



VORTAC HLW	APP CRS	Rwy Idg	5130
114.2	253°	TDZE	817
Chan 89		Apt Elev	823

VOR/DME RWY 24
MEXICO MEMORIAL (MYJ)

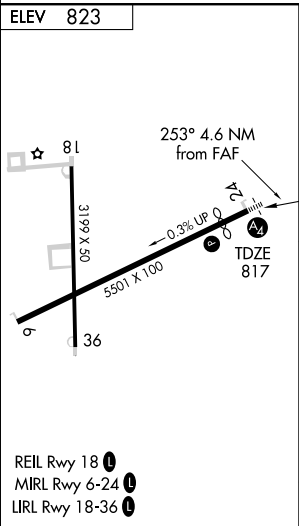
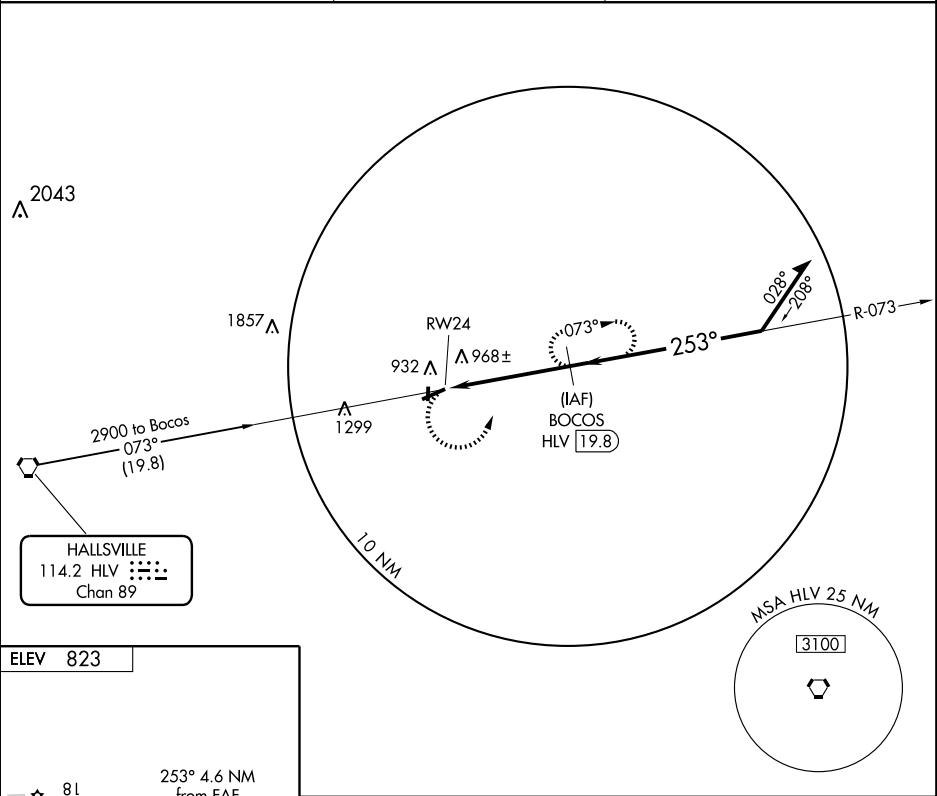
NA If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDAs 80 feet.
VDP NA with Columbia Rgnl altimeter setting.

MALS

A2

MISSED APPROACH: Climbing left turn to 2300 via HLW R-073 to BOCOS 19.8 DME and hold.

AWOS-3 120.575	MIZZU APP CON 124.375	CTAF 122.9 1
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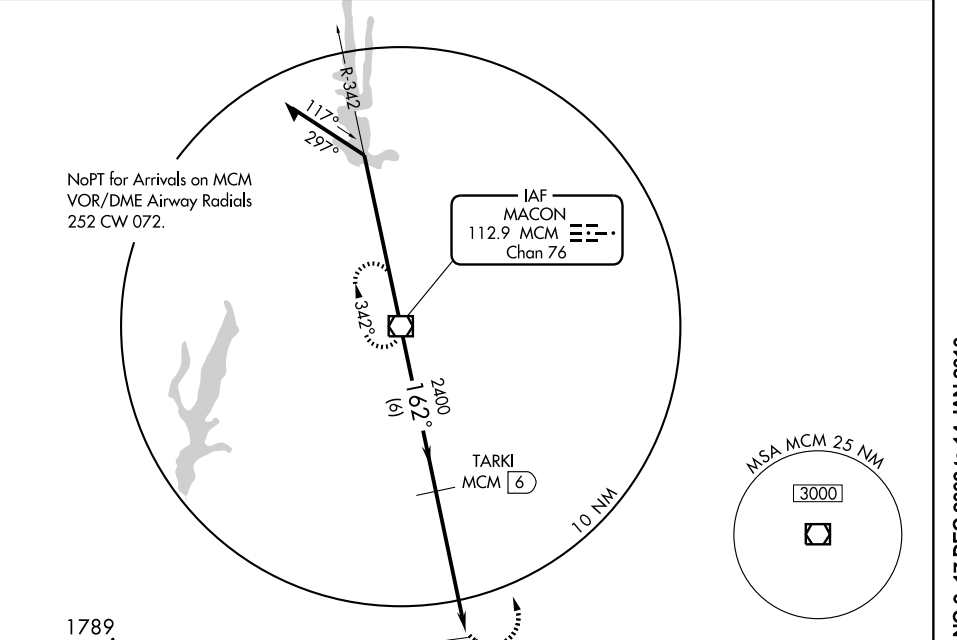
2300	HLW R-073 114.2	BOCOS HLW 19.8	Remain within 10 NM	
	HLW 16.4	BOCOS HLW 19.8		
	RW24 HLW 15.2	253° 2300		
	1.2	3.4 NM		
	253°	3.00° TCH 40		
CATEGORY	A	B	C	D
S-24	1220-1	403 (400-1)	1220-1¼ 403 (400-1¼)	NA
CIRCLING	1280-1	457 (500-1)	1280-1½ 457 (500-1½)	NA

NA

Obtain local altimeter setting on CTAF; when not received use Columbia altimeter setting.

MISSED APPROACH: Climbing left turn to 2400 direct MCM VOR/DME and hold.

AWOS-3 120.025	COLUMBIA RADIO 122.1R	UNICOM 122.7 (CTAF) 0
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Remain within 10 NM

VOR/DME

2400

342°

162°

2400

TARKI MCM (6)

6 NM

5.4 NM

(MAFMA) MCM (11.4)

2400

162°

2400

MCM

112.9

CATEGORY	A	B	C	D
CIRCLING	1380-1	513 (600-1)	1380-1½ 513 (600-1½)	1500-2 633 (700-2)
COLUMBIA ALTIMETER SETTING				
CIRCLING	1440-1	573 (600-1)	1440-1½ 573 (600-1½)	1600-2¼ 733 (800-2¼)

ELEV 867

162° 5.4 NM from FAF

A 888±

3350 X 60

5000 X 100

13

23

31

37

REIL Rwy 13 and 31 0
MIRL Rwy 5-23 and 13-31 0

NC-3, 17 DEC 2009 to 14 JAN 2010

VOR/DME MCM
112.9
Chan 76

APP CRS
123°

Rwy Idg
TDZE
Apt Elev
4690
866
867

VOR/DME RNAV or GPS RWY 13


MOBERLY/OMAR N. BRADLEY (MBY)

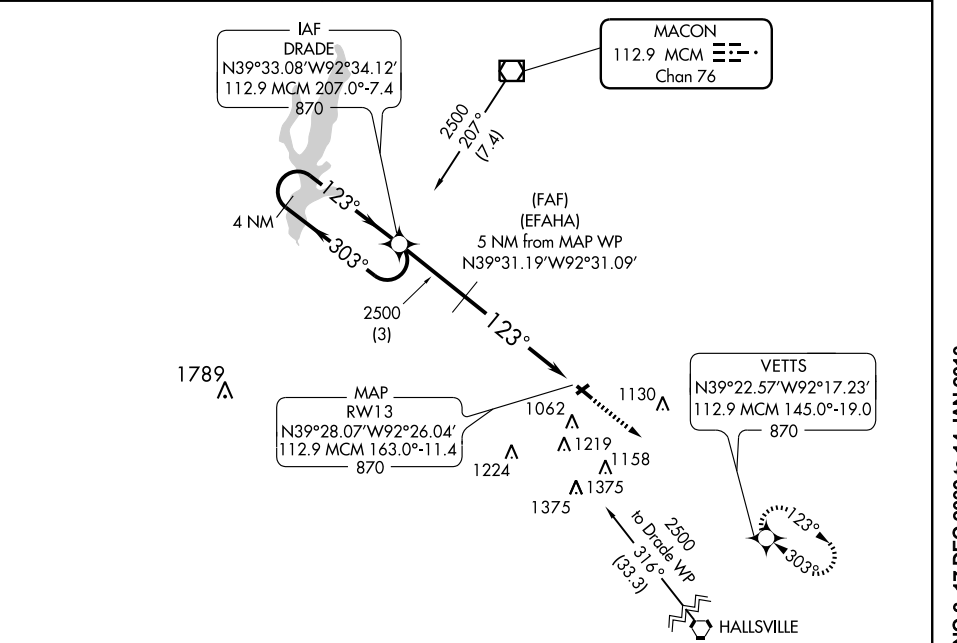
⚠ NA Obtain local altimeter setting on CTAF; when not available, use Columbia altimeter setting.

MISSED APPROACH: Climb to 2500 direct VETTS WP and hold.


AWOS-3
120.025


COLUMBIA RADIO
122.1R

UNICOM
122.7 (CTAF) 



ELEV 867


2500


VETTS

4 NM Holding Pattern

DRADE WP

(EFAHA) 5 NM from MAP WP

2500

303°

123°

2500

123°

2.99°

RW13 MAP WP

3 NM

3.7 NM


1.3


CATEGORY	A	B	C	D
S-13	1320-1	454 (500-1)	1320-1½ 454 (500-1½)	1320-1½ 454 (500-1½)
CIRCLING	1380-1	514 (600-1)	1380-1½ 514 (600-1½)	1500-2 634 (700-2)

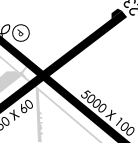
COLUMBIA ALTIMETER SETTING MINIMUMS


S-13	1500-1	634 (700-1)	1500-1¾ 634 (700-1¾)	1500-2 634 (700-2)
CIRCLING	1540-1	674 (700-1)	1540-2 674 (700-2)	1680-2¾ 814 (900-2¾)


123° to MAP WP




888±


TDZE 866


3350 X 60


5000 X 100


31

REIL Rwy 13 and 31 
MIRL Rwy 5-23 and 13-31 

NA

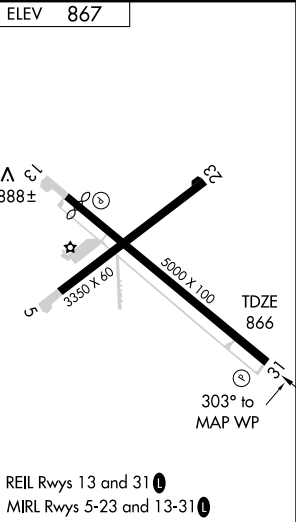
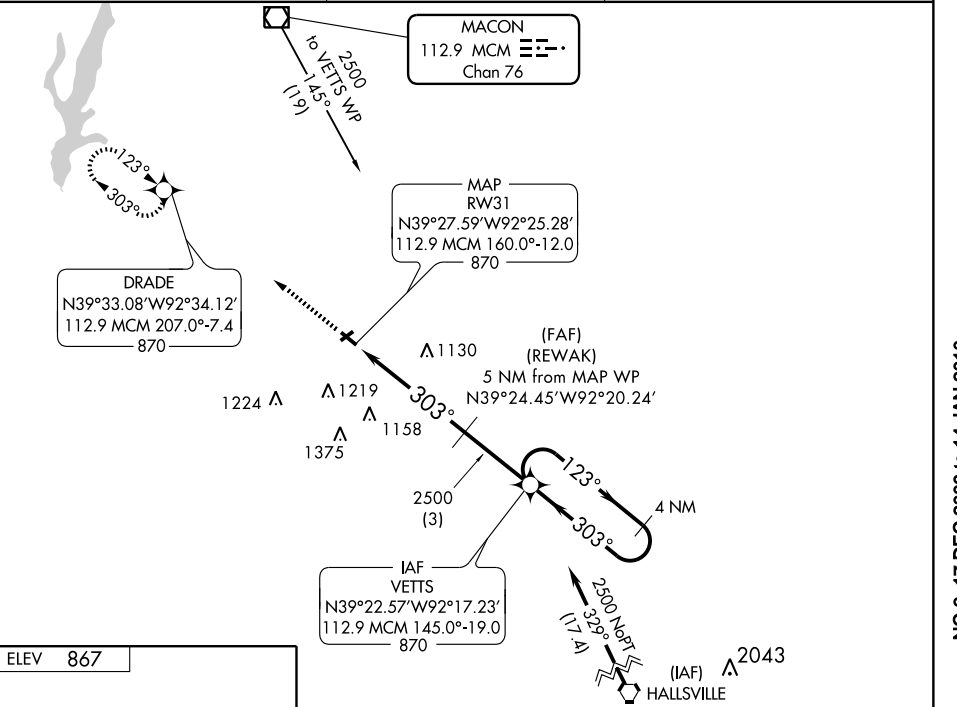
Obtain local altimeter setting on CTAF; when not available use Columbia altimeter setting.

MISSED APPROACH: Climb to 2500 direct DRADE WP and hold.

AWOS-3
120.025

COLUMBIA RADIO
122.1R

UNICOM
122.7 (CTAF) 0



2500	DRADE	(REWAK) 5 NM from MAP WP	VETTS WP	4 NM Holding Pattern
↑	✧			
RW31 MAP WP	303°	2500	123°	2500
	2.99°		303°	
1.7	3.3 NM	3 NM		
CATEGORY	A	B	C	D
S-31	1460-1	594 (600-1)	1460-1½ 594 (600-1½)	1460-1¾ 594 (600-1¾)
CIRCLING	1500-1	634 (700-1)	1500-1¾ 634 (700-1¾)	1500-2 634 (700-2)
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-31	1640-1 774 (800-1)	1640-1¼ 774 (800-1¼)	1640-2¼ 774 (800-2¼)	1640-2½ 744 (800-2½)
CIRCLING	1640-1 774 (800-1)	1640-1¼ 774 (800-1¼)	1640-2¼ 774 (800-2¼)	1680-2¾ 814 (900-2¾)

NC-3. 17 DEC 2009 to 14 JAN 2010

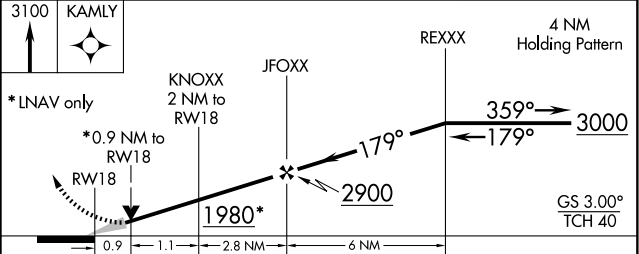
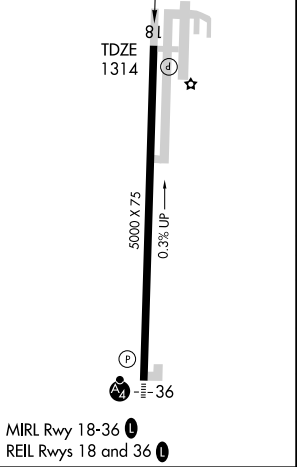
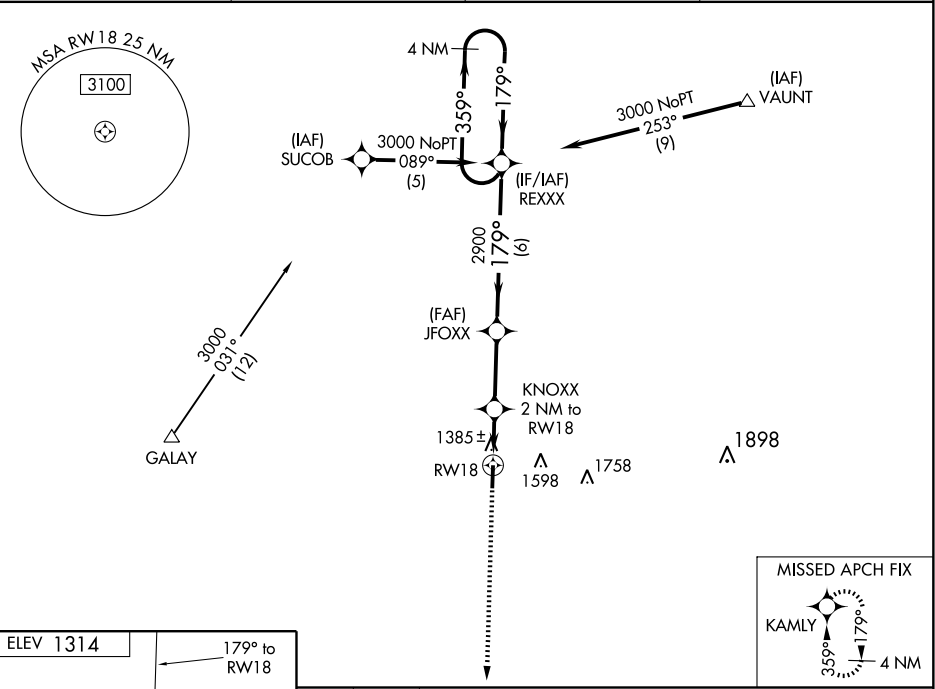
WAAS CH 53403 W18A	APP CRS 179°	Rwy Idg TDZE Apt Elev	5000 1314 1314
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RNAV (GPS) RWY 18
MONETT MUNI(HFJ)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Joplin altimeter setting and increase all DA 111 feet and all MDA 120 feet. Increase LPV and LNAV/VNAV visibility all Cats ½ mile. Baro-VNAV and VDP NA when using Joplin altimeter setting.

MISSED APPROACH:
Climb to 3100 direct KAMLY and hold.

AWOS-3 118.275	SPRINGFIELD APP CON 124.95 318.2	CLNC DEL 121.85	UNICOM 123.075 (CTAF) 1
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CATEGORY	A	B	C	D
LPV DA	1614-1	300 (300-1)	NA	
LNAV/VNAV DA	1663-1¼	349 (400-1¼)	NA	
LNAV MDA	1640-1	326 (400-1)	NA	
CIRCLING	1700-1 386 (400-1)	1780-1 466 (500-1)	NA	

WAAS CH 69303 W36A	APP CRS 359°	Rwy Idg TDZE Apt Elev 5000 1300 1314
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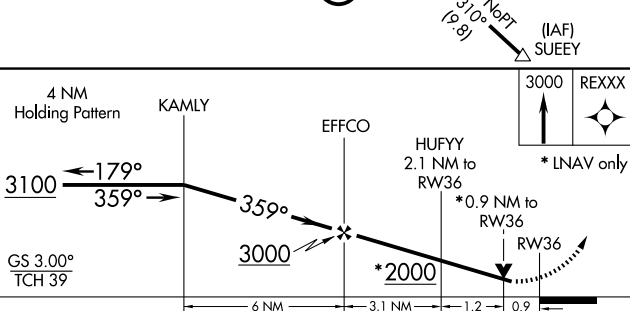
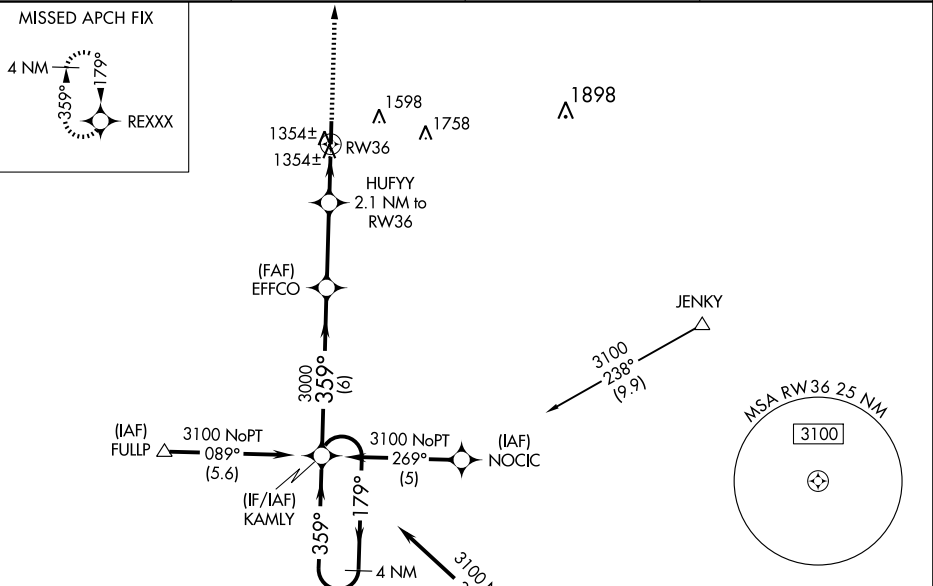
Inoperative table does not apply to LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Joplin altimeter setting. When local altimeter setting not received, use Joplin altimeter setting and increase all DA 111 feet and all MDA 120 feet. Increase LPV and LNAV/VNAV visibility ½ mile all Cats.

MALSF

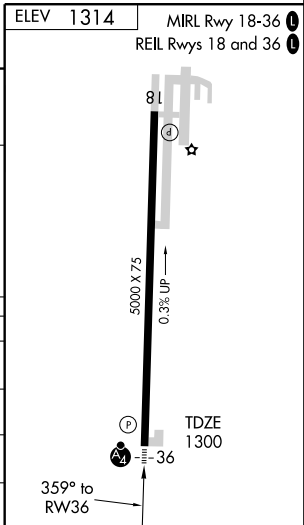


MISSED APPROACH:
Climb to 3000 direct
REXXX and hold.

AWOS-3 118.275	SPRINGFIELD APP CON 124.95 318.2	CLNC DEL 121.85	UNICOM 123.075 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1577-1	277 (300-1)		NA
LNAV/VNAV DA	1655-1¼	355 (400-1¼)		NA
LNAV MDA	1620-¾	320 (400-¾)		NA
CIRCLING	1700-1 386 (400-1)	1780-1 466 (500-1)		NA



NC-3. 17 DEC 2009 to 14 JAN 2010

APP CRS
091°

Rwy Idg
TDZE
Apt Elev

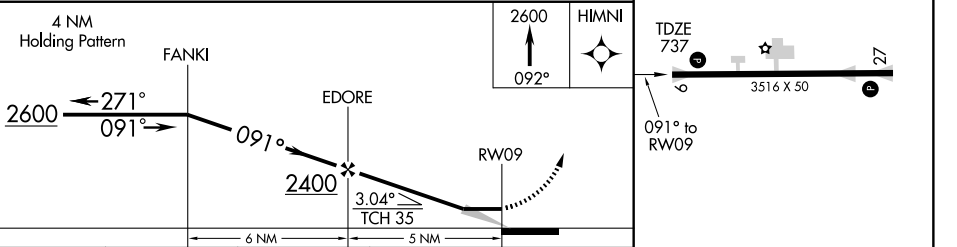
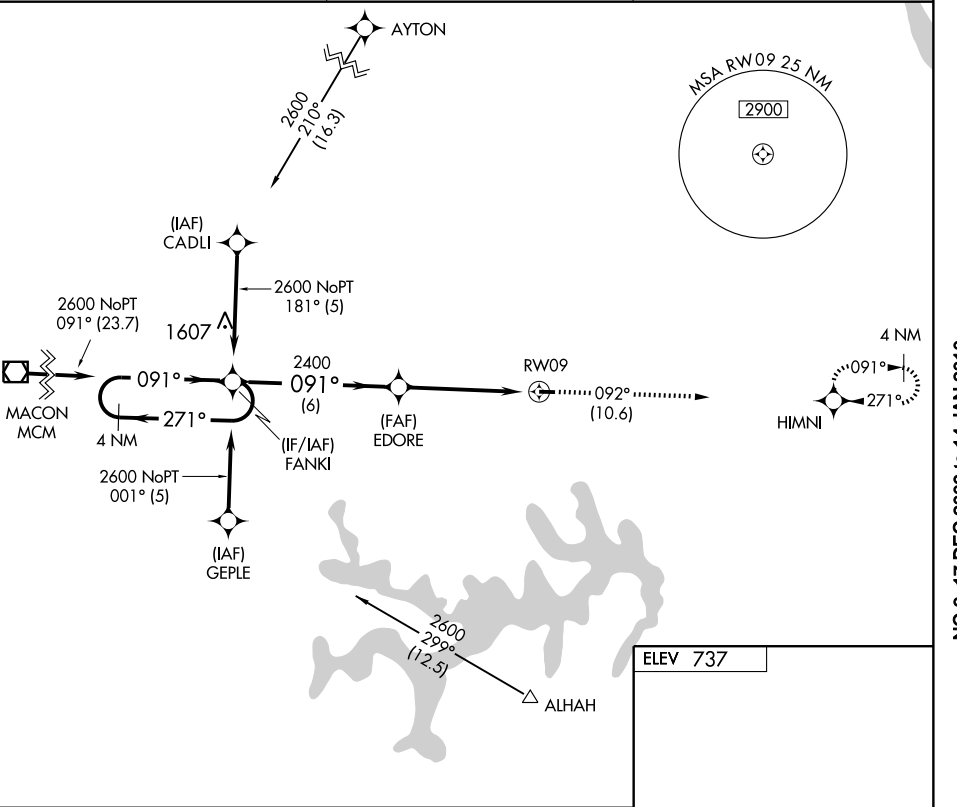
3516
737
737

MISSED APPROACH: Climb to 2600 via 092° course to HIMNI WP and hold.

NA

Use Quincy, IL altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

QUINCY ASOS 121.425	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1200-1	463 (500-1)	1200-1½ 463 (500-1½)	NA
CIRCLING	1380-1	643 (700-1)	1380-1¾ 643 (700-1¾)	NA

REIL Rwy 27
MIRL Rwy 9-27 0

NC-3. 17 DEC 2009 to 14 JAN 2010

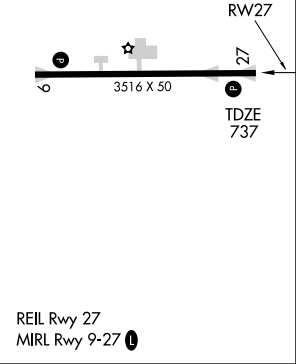
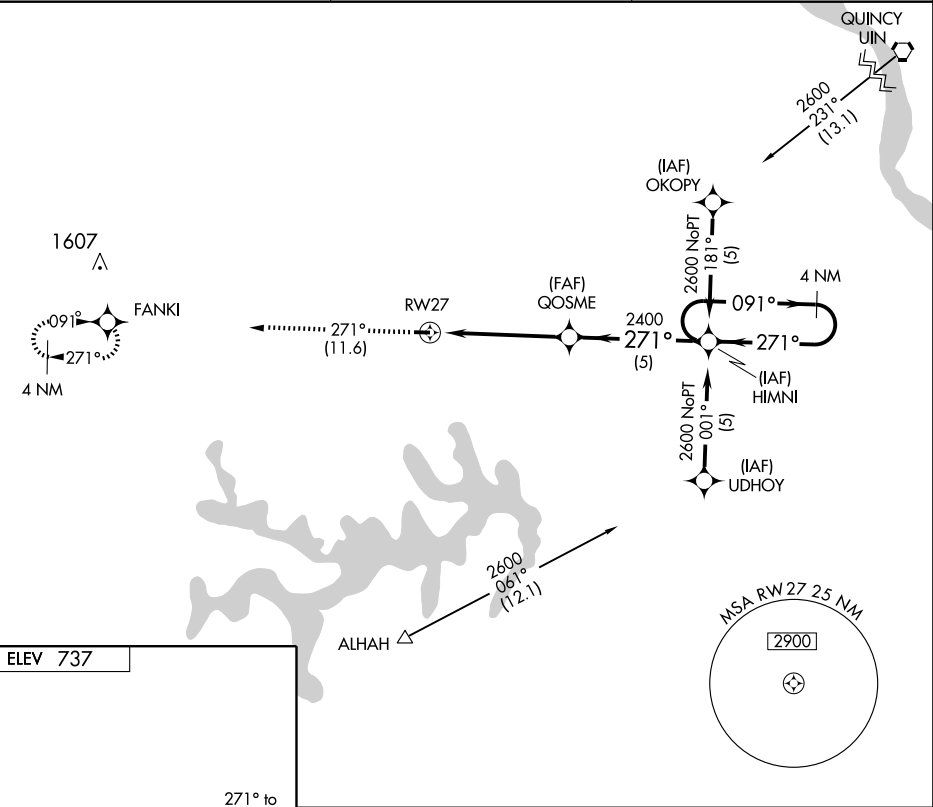
APP CRS	Rwy Idg	3516
271°	TDZE	737
	Apt Elev	737

RNAV (GPS) RWY 27

MONROE CITY/ CAPT. BEN SMITH AIRFIELD-MONROE CITY (K52)

▲ NA	Use Quincy, IL altimeter setting. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climb to 2600 via 271° course to FANKI WP and hold.
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QUINCY ASOS 121.425	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF) 0
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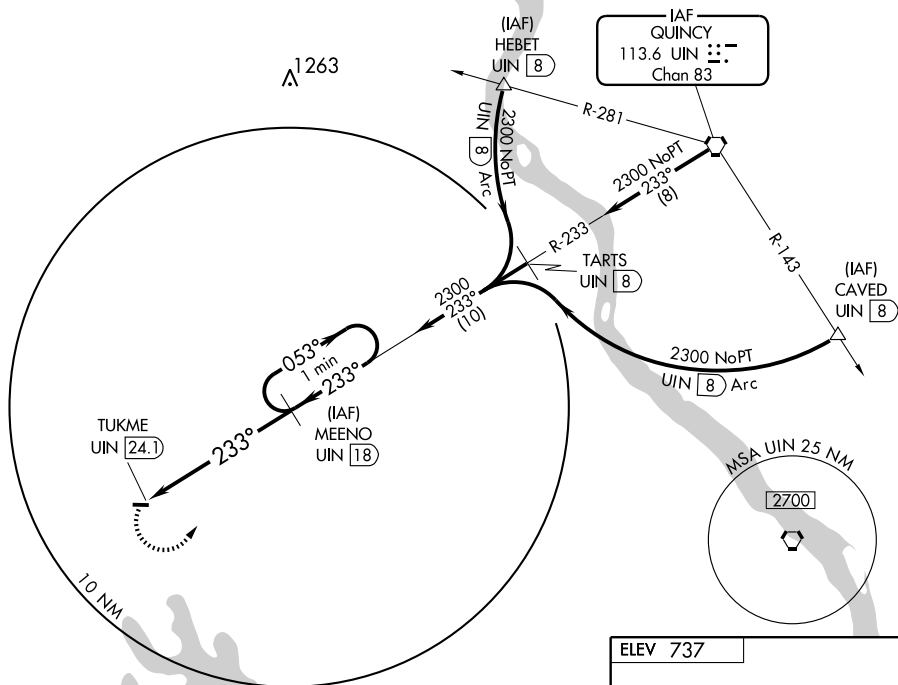


	<div>2600</div> <div>FANKI</div>		<div>HIMNI</div> <div>4 NM Holding Pattern</div>	
	<div>CRS 271°</div> <div>RWY 27</div> <div>QOSME</div> <div>2400</div> <div>3.07° TCH 36</div> <div>5 NM</div> <div>5 NM</div>		<div>091°</div> <div>2600</div> <div>271°</div>	
CATEGORY	A	B	C	D
LNVA MDA	1240-1	503 (600-1)	1240-1½ 503 (600-1½)	NA
CIRCLING	1380-1	643 (700-1)	1380-1¾ 643 (700-1¾)	NA

MONROE CITY/ CAPT. BEN SMITH AIRFIELD-MONROE CITY (K52)

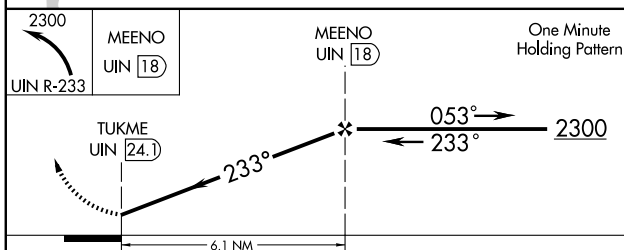
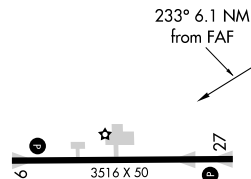
MISSED APPROACH: Climbing left turn to 2300 via UIN R-233 to MEENO/18 DME and hold.

UNICOM
122.8 (CTAF) **L**



NC-3, 17 DEC 2009 to 14 JAN 2010

ELEV 737



CATEGORY	A	B	C	D
CIRCLING	1380-1 643 (700-1)	1380-1¼ 643 (700-1¼)	1380-1½ 643 (700-1½)	NA

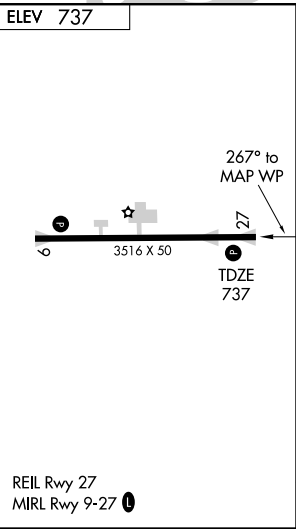
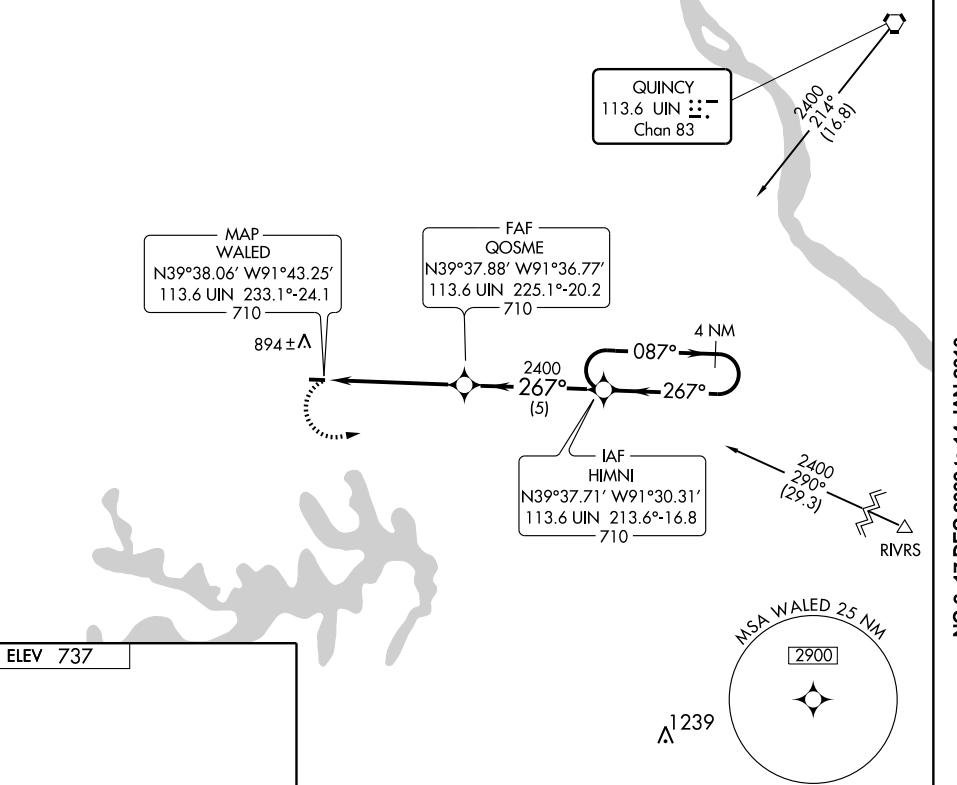
REIL Rwy 27
MIRL Rwy 9-27 **L**

⚠ NA

Use Quincy, IL altimeter setting.

MISSED APPROACH: Climbing left turn to 2400 direct HIMNI WP and hold.

QUINCY ASOS 121.425	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF) 0
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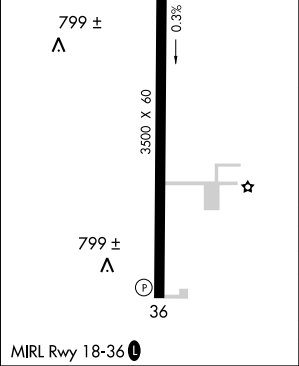
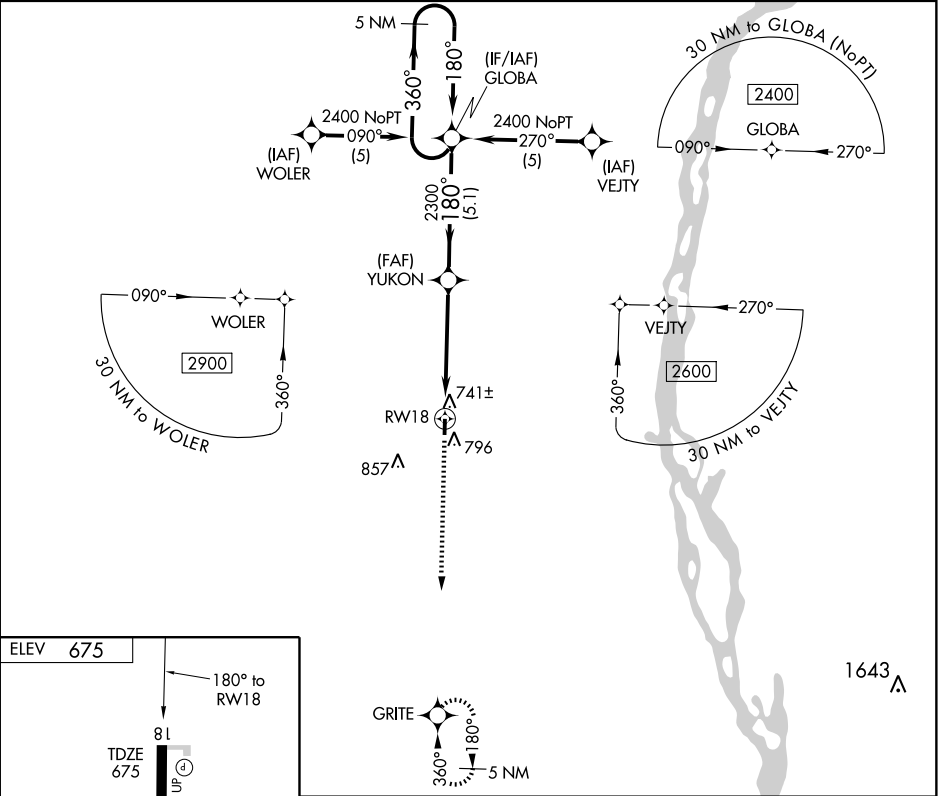
CATEGORY	A		B		C		D
	1280-1	543 (600-1)	1280-1¼	543 (600-1¼)	1280-1½	543 (600-1½)	
CIRCLING	1380-1	643 (700-1)	1380-1¼	643 (700-1¼)	1380-1½	643 (700-1½)	NA
	1380-1	643 (700-1)	1380-1¼	643 (700-1¼)	1380-1½	643 (700-1½)	

WAAS CH 50401 W18A	APP CRS 180°	Rwy Idg TDZE Apt Elev	3500 675 675
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RNAV (GPS) RWY 18
MONTICELLO/ LEWIS COUNTY RGNL (6M6)

<p>▼ DME/DME RNP-0.3 NA. Baro-VNAV NA. ▲ NA Use Quincy altimeter setting; if not received, use Kirksville altimeter setting and increase all DAs/MDAs 80 feet.</p>	<p>MISSED APPROACH: Climb to 2300 direct GRITE and hold.</p>
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<p>KANSAS CITY CENTER 135.525 319.9</p>	<p>UNICOM 122.7 (CTAF) ①</p>
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<div>2300 ↑</div>		<div>GRITE ✦</div>		<div>5 NM Holding Pattern</div>	
<div>RW18 ↻</div>		<div>YUKON ✖</div>		<div>GLOBA ↗ 360° → ← 180° 2400</div>	
<div>4.9 NM</div>		<div>5.1 NM</div>		<div>GS 3.00° TCH 40</div>	
CATEGORY	A	B	C	D	
LPV DA	1035-1¼	360 (400-1¼)	NA		
LNAV/VNAV DA	1082-1½	407 (500-1½)	NA		
LNAV MDA	1120-1	445 (500-1)	NA		
CIRCLING	1180-1	505 (600-1)	NA		

WAAS CH 97601 W36A	APP CRS 360°	Rwy Idg TDZE Apt Elev	3500 675 675
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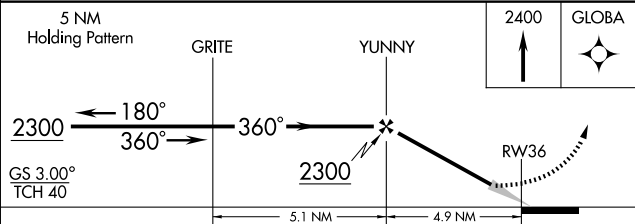
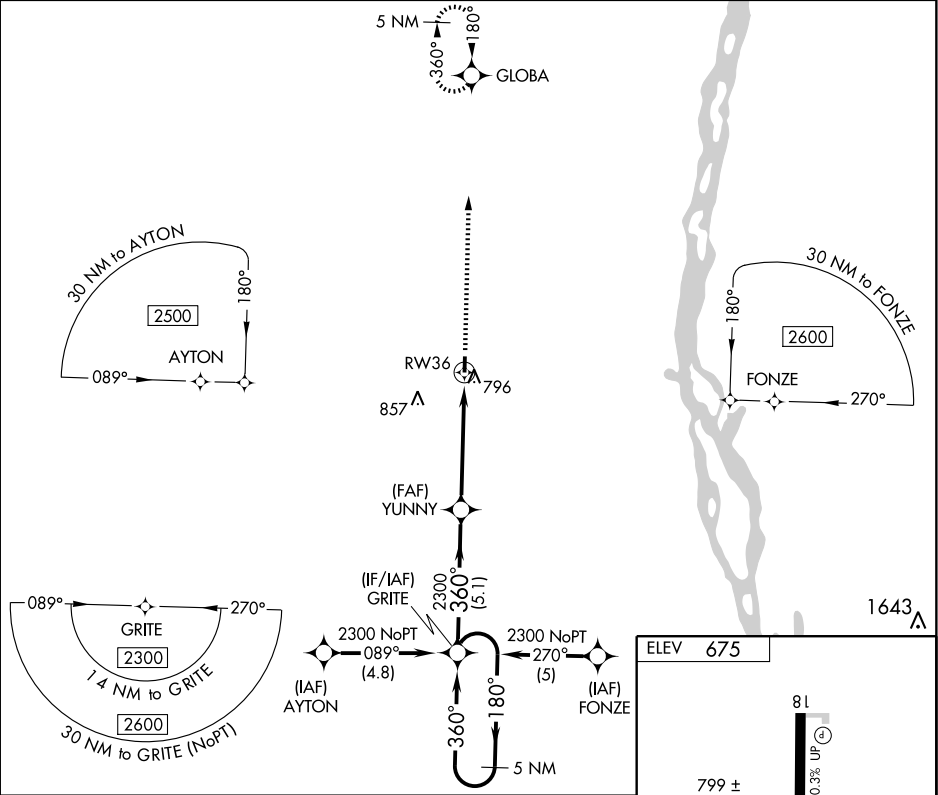
RNAV (GPS) RWY 36
MONTICELLO/ LEWIS COUNTY RGNL (6M6)

NA

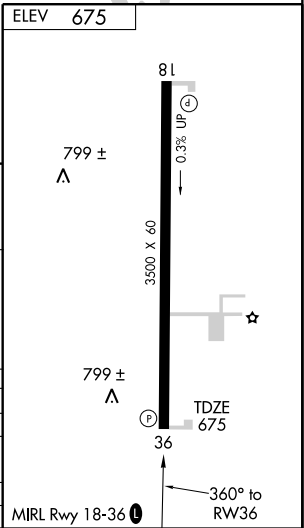
DME/DME RNP-0.3 NA. Baro-VNAV NA.
Use Quincy altimeter setting; if not received, use Kirksville
altimeter setting and increase all DAs/MDAs 80 feet.

MISSED APPROACH: Climb to 2400 direct
GLOBA and hold.

KANSAS CITY CENTER 135.525 319.9	UNICOM 122.7 (CTAF) 1
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CATEGORY	A	B	C	D
LPV DA	996-1¼	321 (400-1¼)		NA
RNAV/ VNAV DA	1137-1¾	462 (500-1¾)		NA
RNAV MDA	1120-1	445 (500-1)		NA
CIRCLING	1180-1	505 (600-1)		NA

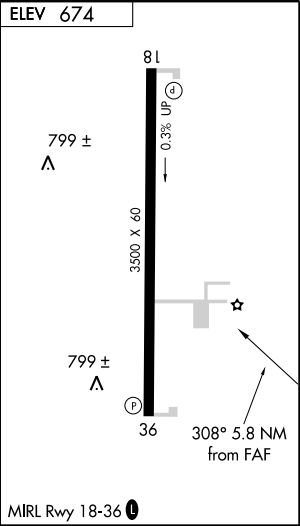
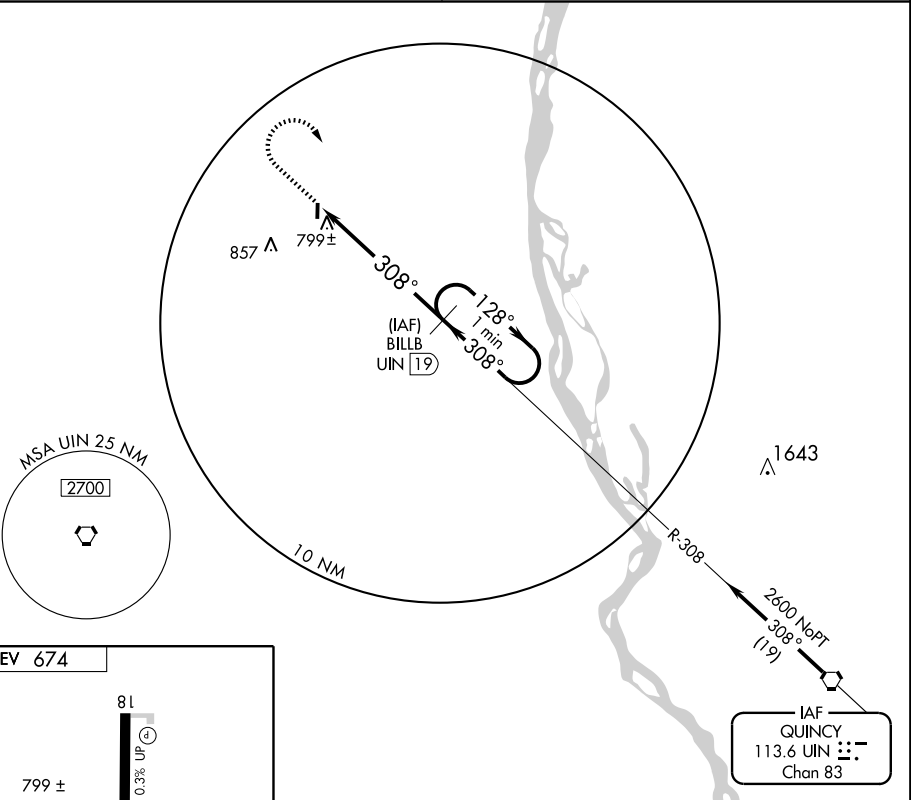


VORTAC UIN 113.6 Chan 83	APP CRS 308°	Rwy Idg TDZE Apt Elev	N/A N/A 674
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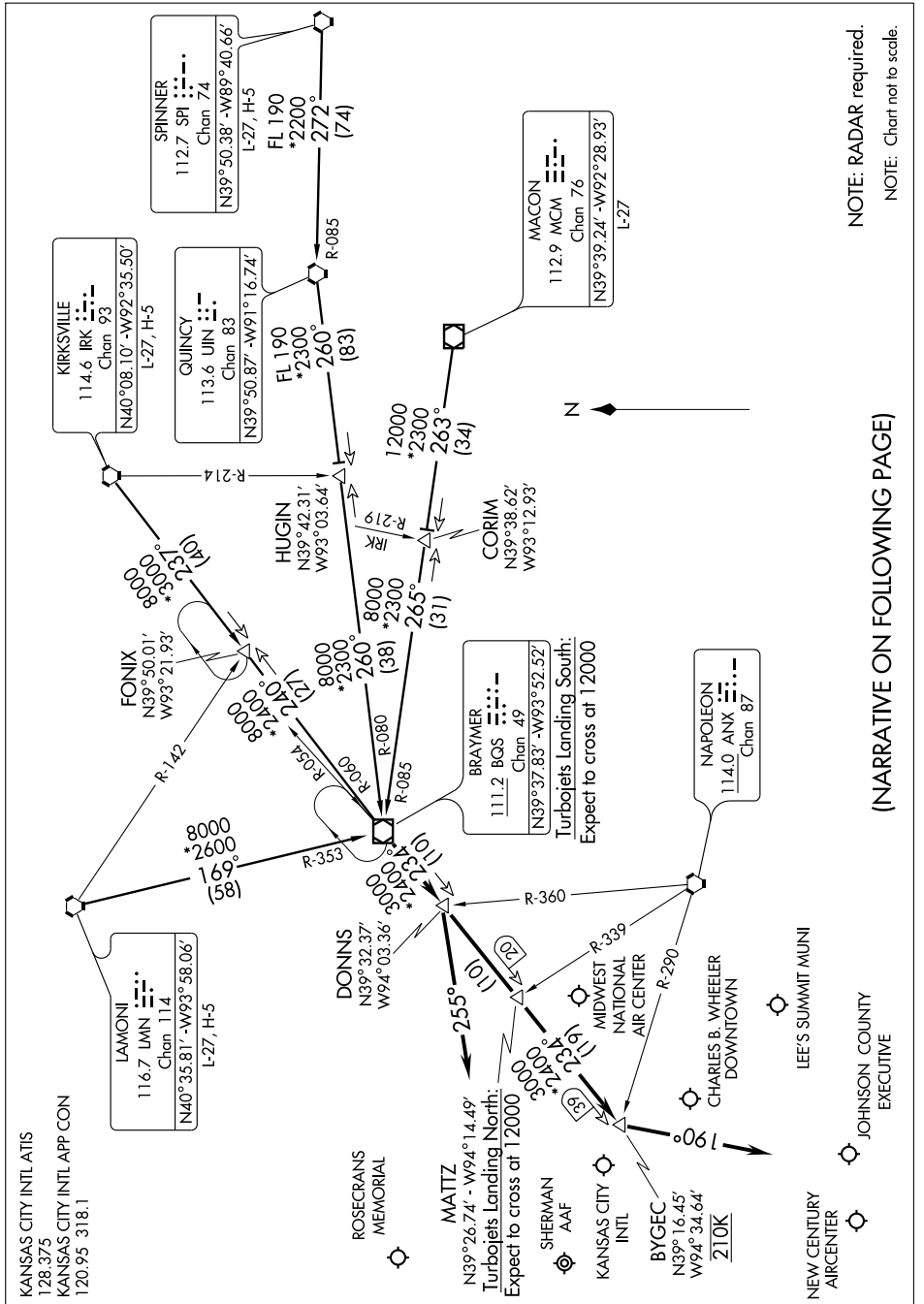
VOR/DME-A

MONTICELLO/ LEWIS COUNTY RGNL (6M6)

<div><div></div><div>NA</div></div> <div>Use Quincy altimeter setting; when not received use Kirksville altimeter setting</div>	MISSED APPROACH: Climb to 1600 then right turn to 2600 via UIN R-308 to BILLB/19 DME and hold.
KANSAS CITY CENTER 135.525 319.9	UNICOM 122.7 (CTAF) 1



<div>1600</div> <div>↑</div>		<div>2600</div> <div><div>UIN</div><div>R-308</div></div>	<div>BILLB</div> <div>UIN <div>19</div></div>		<div>One Minute</div> <div>Holding Pattern</div>	
<div><div><div>UIN <div>24.8</div></div></div><div><div>308°</div><div>5.8 NM</div></div><div><div>128°</div><div>308°</div><div>2600</div></div></div>						
CATEGORY	A		B		C	D
CIRCLING	1180-1 506 (600-1)		1180-1¼ 506 (600-1¼)		NA	
KIRKSVILLE ALTIMETER SETTING MINIMUMS						
CIRCLING	1240-1 566 (600-1)		1240-1¼ 566 (600-1¼)		NA	



(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and

OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

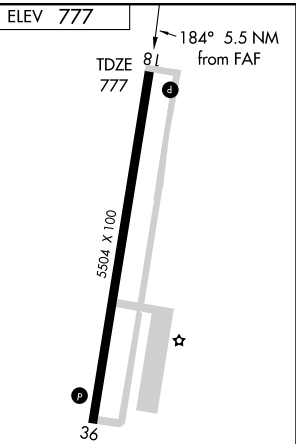
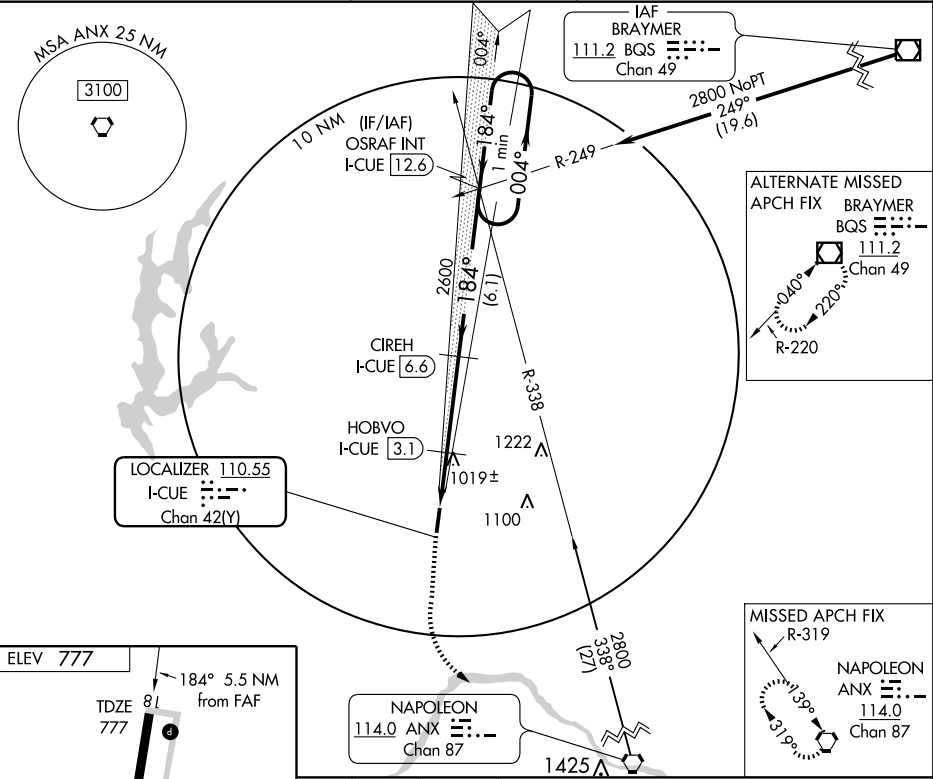
. . . . Expect radar vectors to final approach course.

LOC/DME I-CUE 110.55 Chan 42 (Y)	APP CRS 184°	Rwy Idg TDZE Apt Elev	5504 777 777
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Obtain local altimeter setting on CTAF; when not received use Kansas City Intl altimeter setting and increase DA 79 feet and all visibilities ¼ mile; increase all MDAs 80 feet, and circling visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2900 direct ANX VORTAC and hold.

KANSAS CITY APP CON 118.4	CLNC DEL 118.2	UNICOM 122.7 (CTAF)
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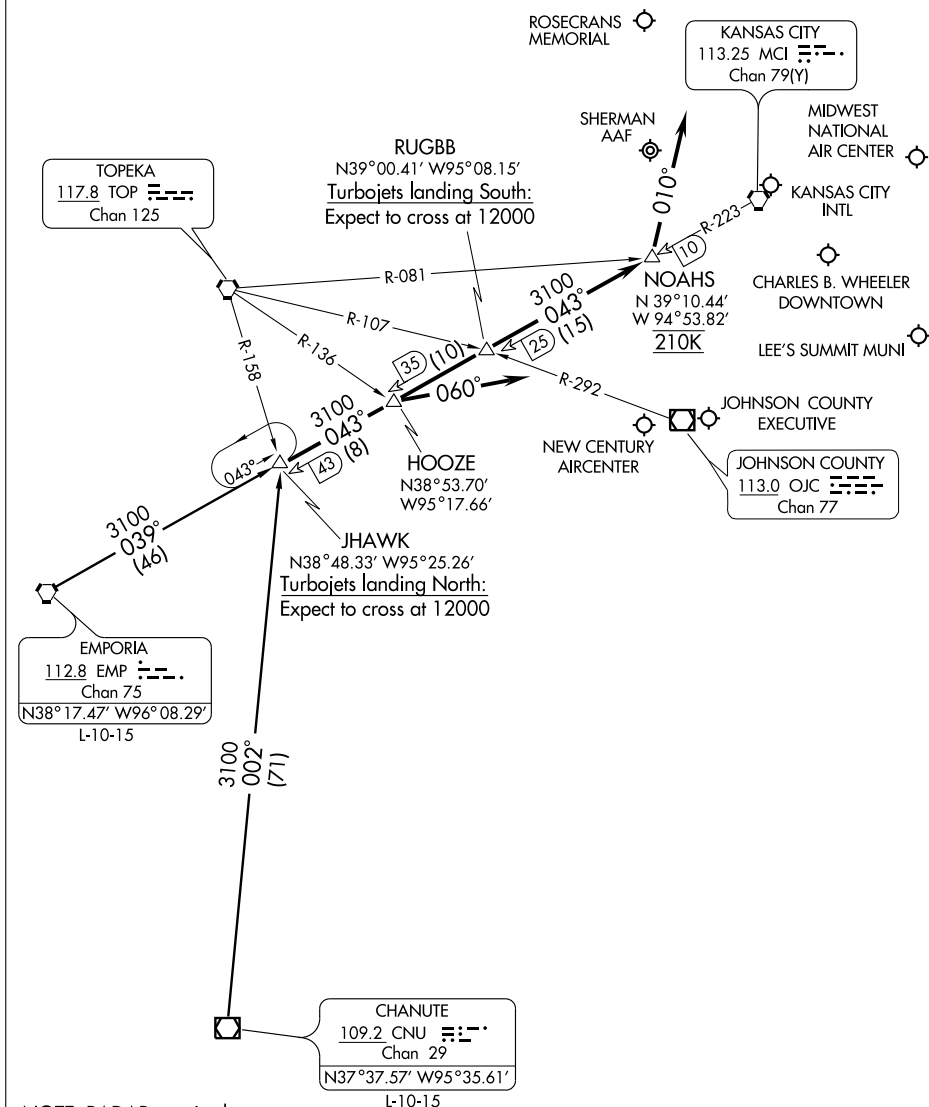
HIRL Rwy 18-36
REIL Rwy 18 and 36

1400	2900	ANX 114.0	OSRAF INT I-CUE 12.6	One Minute Holding Pattern
I-CUE 1.1	I-CUE 2.3	HOBVO I-CUE 3.1	CIREH I-CUE 6.6	2600
1460	2600	184°	004°	2800
1.2 NM	0.8	3.5 NM	6.1 NM	
CATEGORY	A	B	C	D
S-ILS 18	977-3/4 200 (200-3/4)			NA
S-LOC 18	1280-1	503 (600-1)	1280-1 1/2 503 (600-1 1/2)	NA
CIRCLING	1300-1	523 (600-1)	1320-1 1/2 543 (600-1 1/2)	NA

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....

Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

....Expect radar vectors to final approach course.

WAAS CH 70323 W18A	APP CRS 184°	Rwy Idg 5504 TDZE 777 Apt Elev 777
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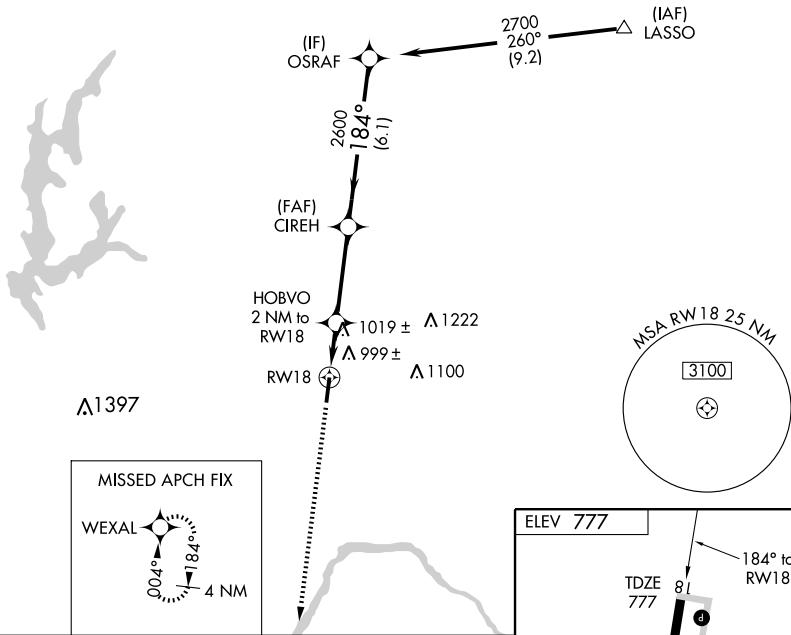
RNAV (GPS) RWY 18

MOSBY/MIDWEST NATIONAL AIR CENTER (GPH)

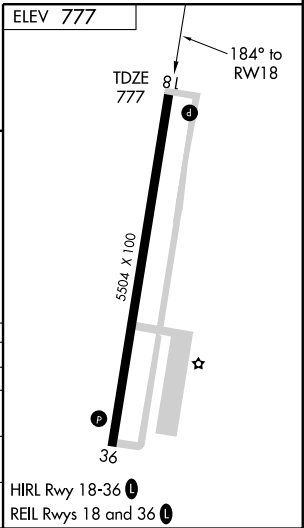
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Kansas City Intl altimeter setting and increase all DAs 79 feet and all LPV and LNAV/VNAV visibilities ¼ mile; increase all MDAs 80 feet and circling visibility Cat C ¼ mile.	MISSED APPROACH: Climb to 2700 direct WEXAL and hold.
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KANSAS CITY APP CON 118.4	CLNC DEL 118.2	UNICOM 122.7 (CTAF) 1
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Procedure NA for arrivals at LASSO via V159 southeast bound, and via V502 northeast bound.



2700	WEXAL	VGSI and RNAV glidepath not coincident.				OSRAF
*LNAV only		HOBVO 2 NM to RW18	CIREH	2700	Procedure Turn NA	
				2600	GS 3.00°	
		1.2 NM	0.8 NM	3.5 NM	6.1 NM	
CATEGORY	A	B	C	D		
LPV DA	1189-1½ 412 (500-1½)				NA	
LNAV/VNAV DA	1324-2 547 (600-2)				NA	
LNAV MDA	1280-1 503 (600-1)		1280-1½ 503 (600-1½)		NA	
CIRCLING	1300-1 523 (600-1)		1320-1½ 543 (600-1½)		NA	



WAAS CH 86409 W36A	APP CRS 004°	Rwy Idg 5504 TDZE 776 Apt Elev 777
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RNAV (GPS) RWY 36

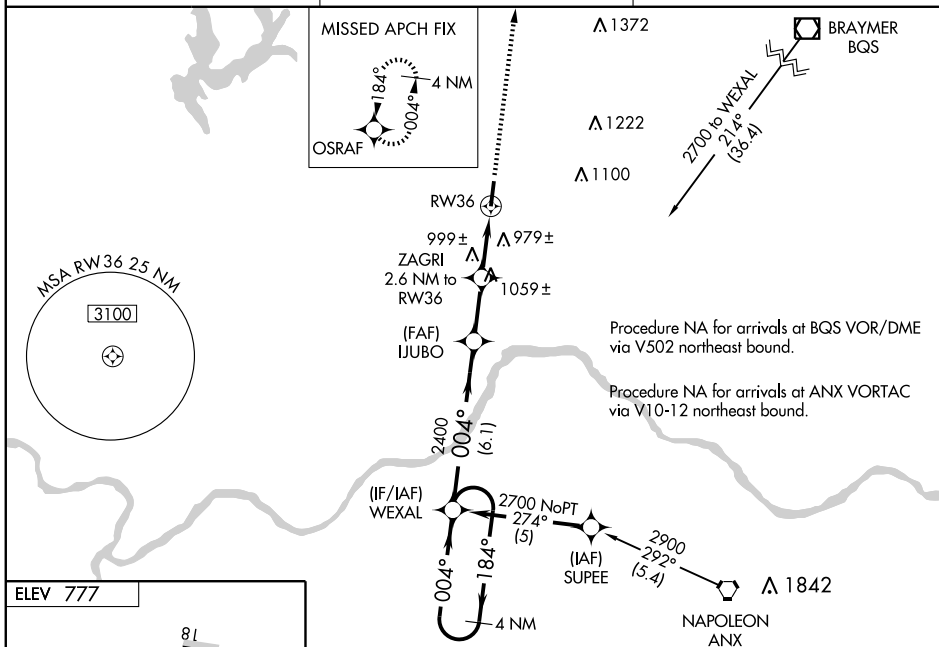
MOSBY/MIDWEST NATIONAL AIR CENTER (GPH)



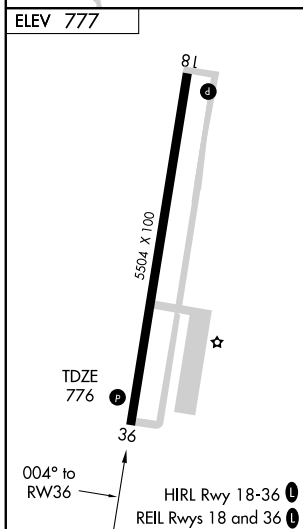
DME/DME RNP-0.3 NA. Baro-VNAV NA when using Kansas City Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Kansas City Intl altimeter setting and increase all DA 79 feet and all LPV and LNAV/VNAV visibilities ¼ mile; increase all MDA 80 feet and LNAV and Circling Cat C visibility ¼ mile. VDP NA when using Kansas City Intl altimeter setting.

MISSED APPROACH: Climb to 2700 direct OSRAF and hold.

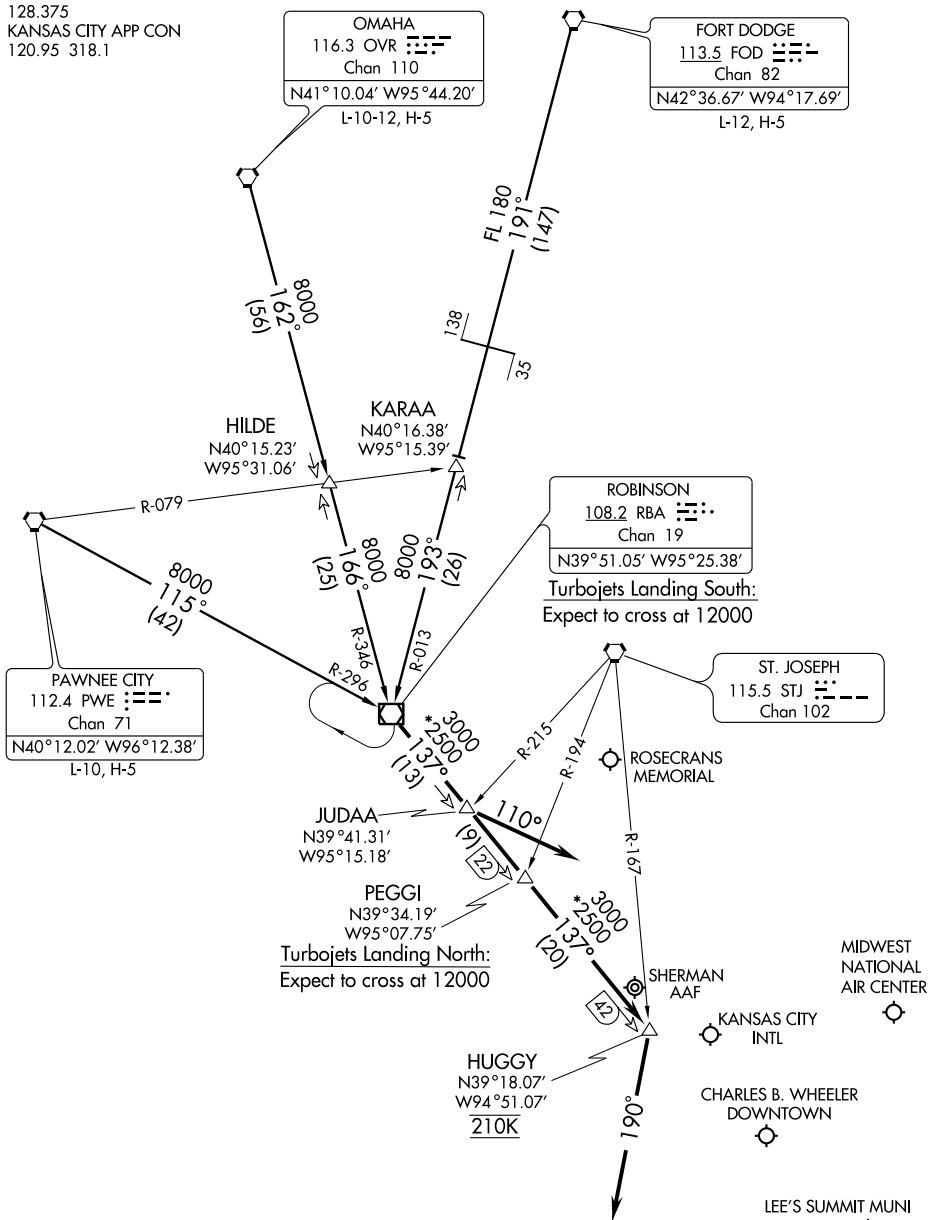
KANSAS CITY APP CON
118.4

CLNC DEL
118.2UNICOM
122.7 (CTAF) **L**

ELEV 777

[illegible]

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NEW CENTURY
AIRCENTER 


**JOHNSON COUNTY
EXECUTIVE**

NC-3, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW

CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

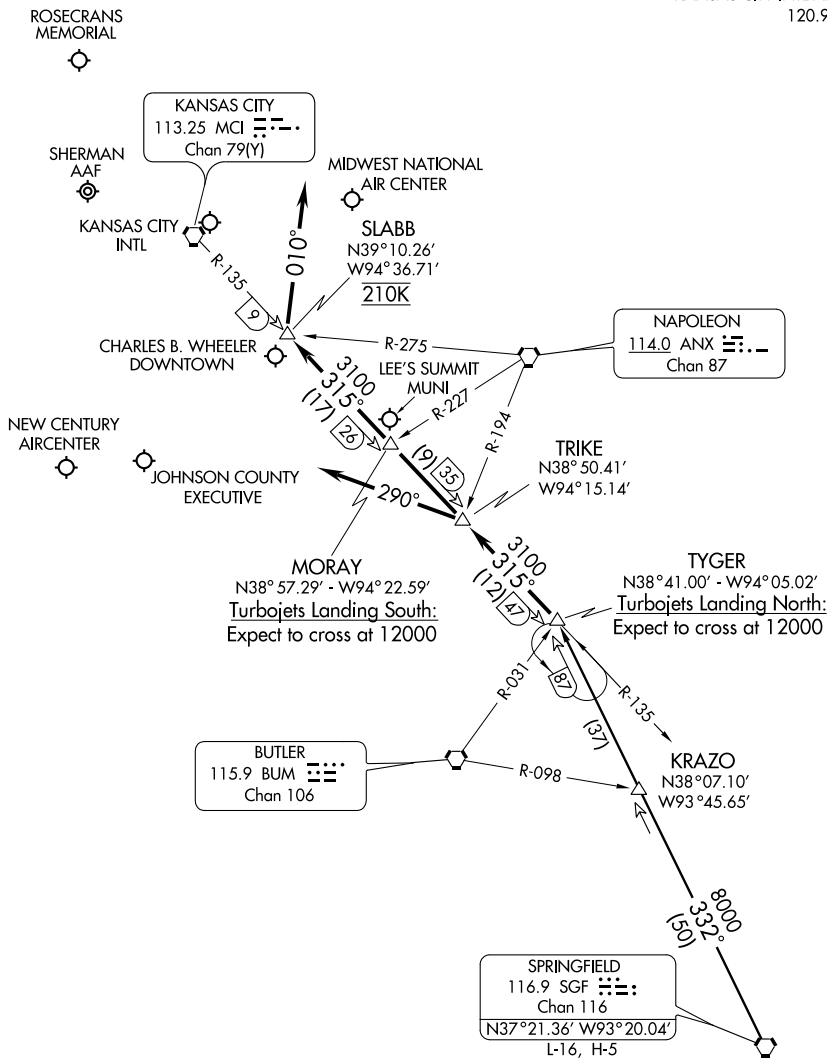
. . . . Expect radar vector to final approach course.

(TYGER.TYGER6) 08101 TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

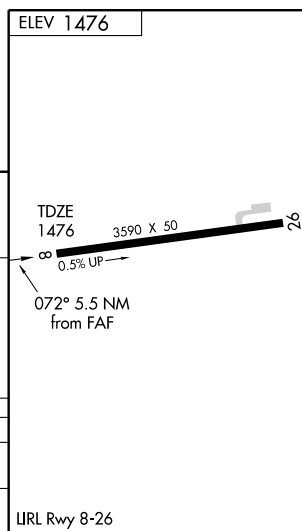
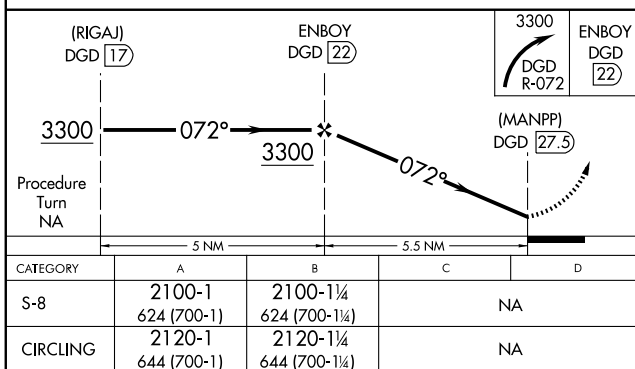
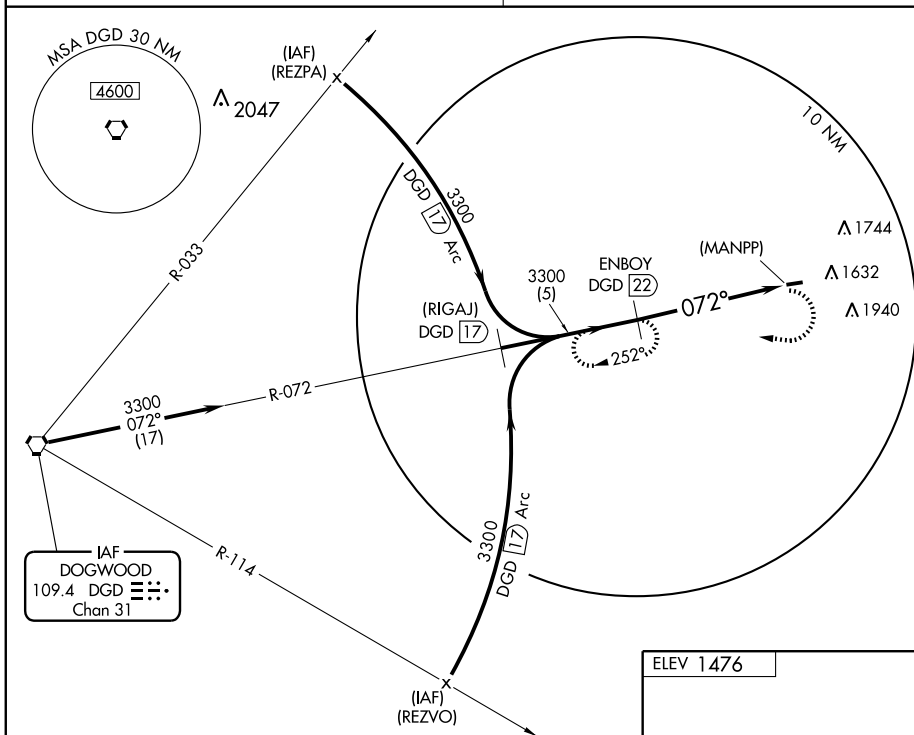
VORTAC DGD 109.4 Chan 31	APP CRS 072°	Rwy Idg 3590 TDZE 1476 Apt Elev 1476
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VOR/DME or GPS RWY 8
MOUNTAIN GROVE MEMORIAL (1MO)

T Use Forney AAF altimeter setting; when not available use
ANA Springfield altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 3300 via DGD R-072 to ENBOY 22 DME and hold.

KANSAS CITY CENTER
128.35 284.67

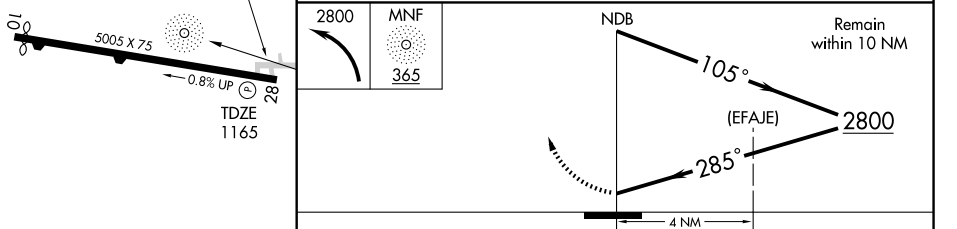
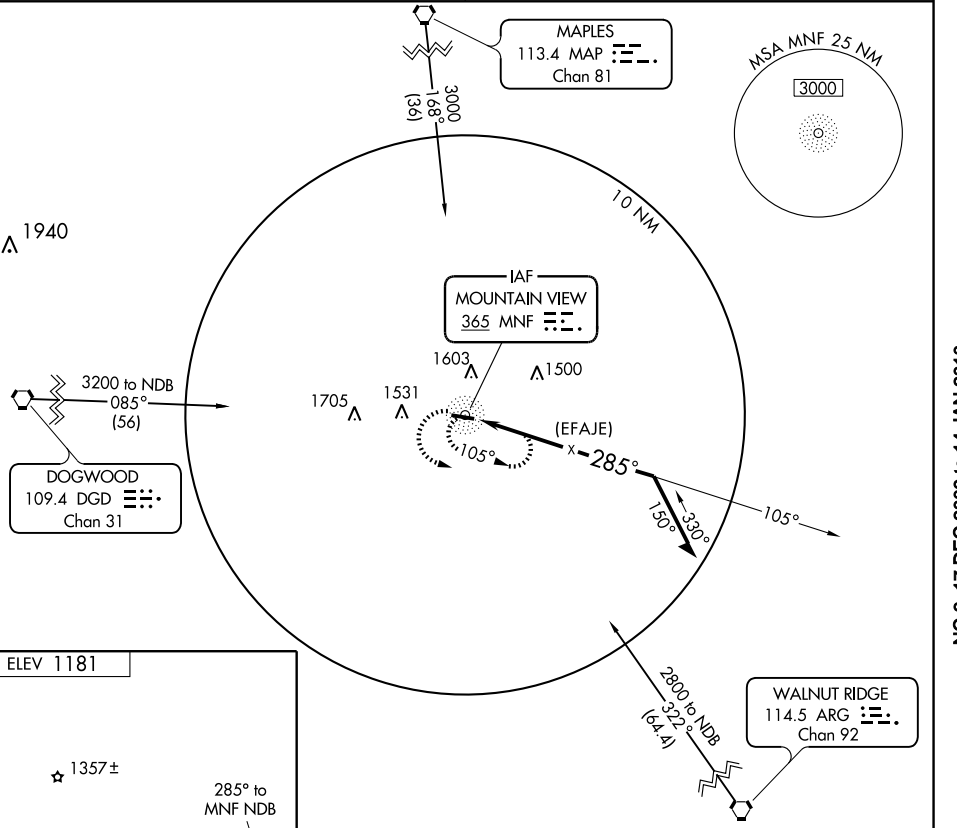
CTAF
122.9

Use Forney AAF altimeter setting. When not available procedure NA.

MISSED APPROACH: Climbing left turn to 2800 in MNF NDB holding pattern.

KANSAS CITY CENTER
128.35 284.67

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
S-28	2060-1¼ 895 (900-1¼)	2060-2¾ 895 (900-2¾)	2060-3 895 (900-3)	
CIRCLING	2140-1¼ 971 (1000-1¼)	2140-1½ 971 (1000-1½)	2140-3 971 (1000-3)	

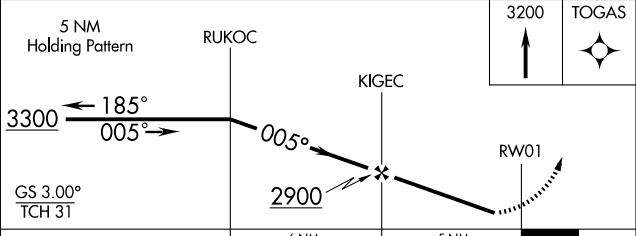
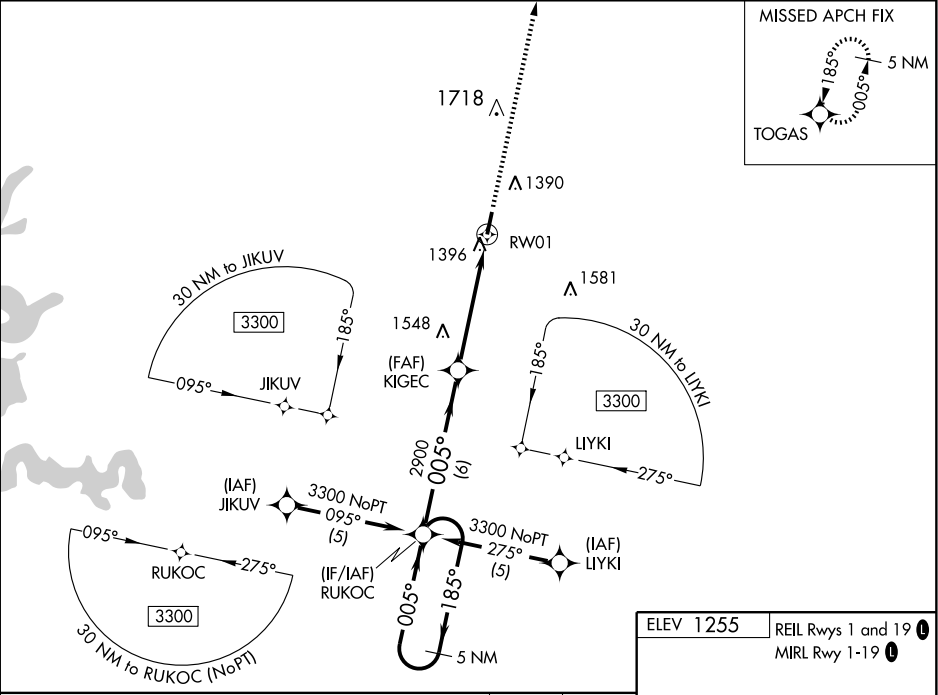
WAAS CH 99302 W01A	APP CRS 005°	Rwy Idg TDZE Apt Elev	5001 1255 1255
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RNAV (GPS) RWY 1
NEOSHO HUGH ROBINSON (E.O.S)

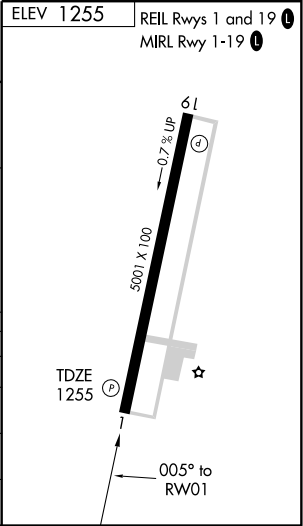
T Baro-VNAV NA.
A NA DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Joplin altimeter setting and increase all DA 15 feet/MDA 20 feet.

MISSED APPROACH: Climb to 3200 direct TOGAS and hold.

AWOS-3 122.8	KANSAS CITY CENTER 128.6 282.325	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1602-1¼	347 (400-1¼)		NA
LNAV/VNAV DA	1719-1¾	464 (500-1¾)		NA
LNAV MDA	1880-1	625 (700-1)	1880-1¾ 625 (700-1¾)	NA
CIRCLING	1880-1	625 (700-1)	1880-1¾ 625 (700-1¾)	NA



APP CRS	Rwy Idg	5001
185°	TDZE	1245
	Apt Elev	1255

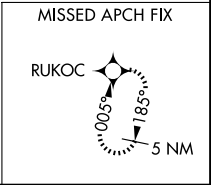
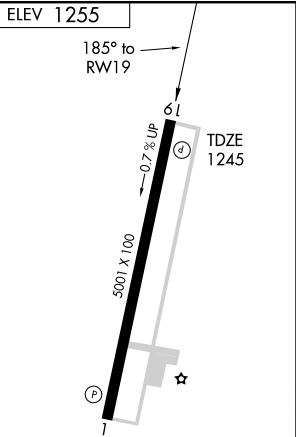
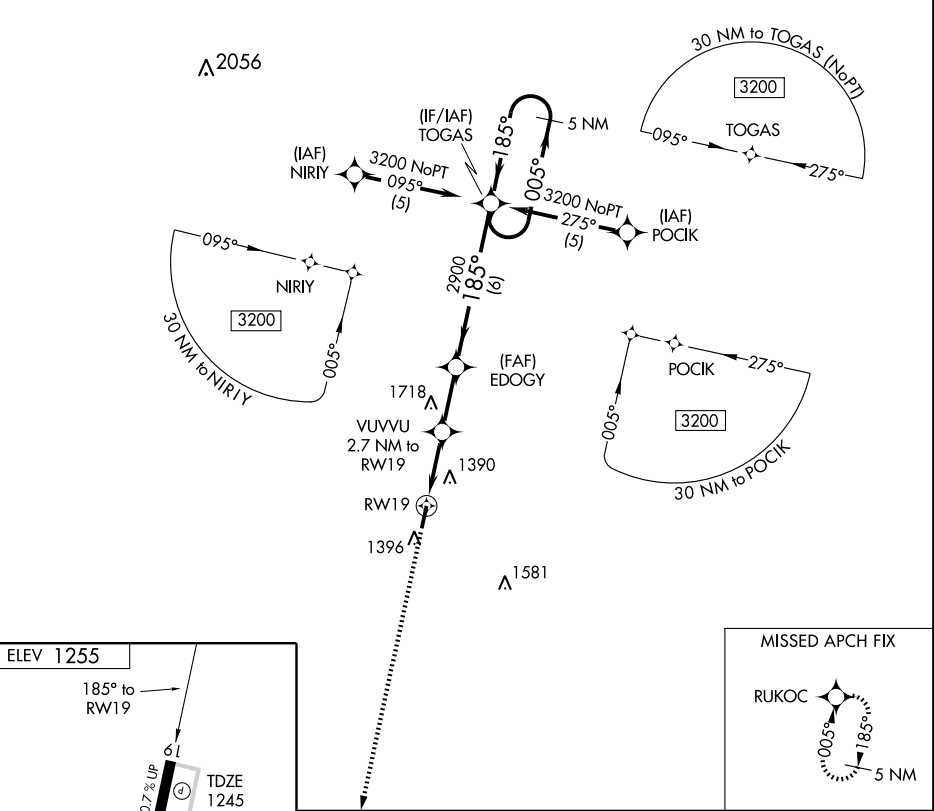
RNAV (GPS) RWY 19

NEOSHO HUGH ROBINSON (E.O.S)

▼ DME/DME RNP-0.3 NA.
▲ NA When local altimeter setting not received, use Joplin altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3300 direct RUKOC and hold.

AWOS-3 122.8	KANSAS CITY CENTER 128.6 282.325	UNICOM 122.8 (CTAF) 0
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	3300	RUKOC	TOGAS	5 NM Holding Pattern
		VUVVU 2.7 NM to RW19	EDOGY	
		≤ 3.04° TCH 40	185°	005°
		2120	2900	3200
		2.7 NM	2.4 NM	6 NM
CATEGORY	A	B	C	D
LNAV MDA	1720-1	475 (500-1)	1720-1¼ 475 (500-1¼)	NA
CIRCLING	1780-1	525 (600-1)	1820-1½ 565 (600-1½)	NA

REIL Rws 1 and 19 **0**
MIRL Rwy 1-19 **0**

VOR/DME EOS 117.3 Chan 120	APP CRS 125°	Rwy Idg TDZE Apt Elev N/A N/A 1255
--	------------------------	--

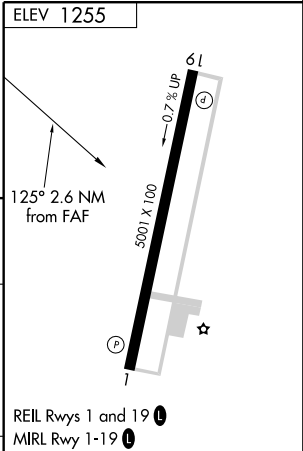
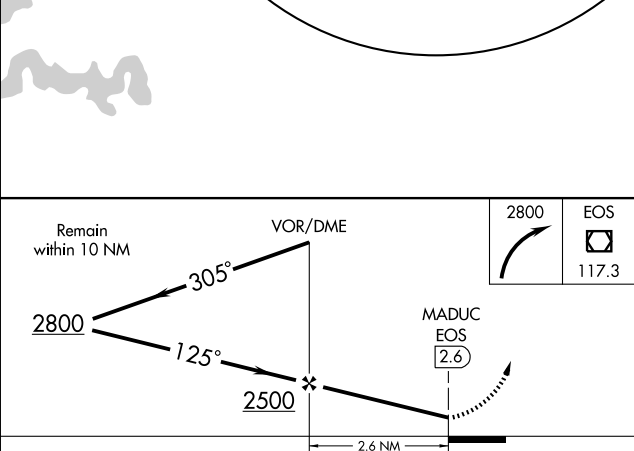
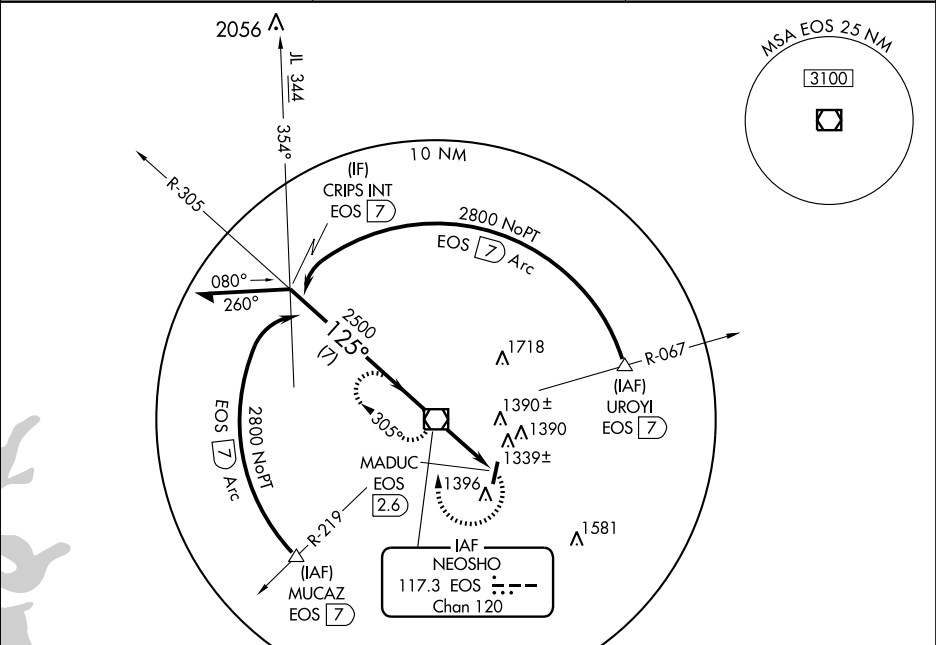
VOR-A

NEOSHO HUGH ROBINSON (EOS)

▼
▲ NA When local altimeter setting not received, use Joplin altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 2800 direct EOS VOR/DME and hold.

AWOS-3 122.8	KANSAS CITY CENTER 128.6 282.325	UNICOM 122.8 (CTAF) 0
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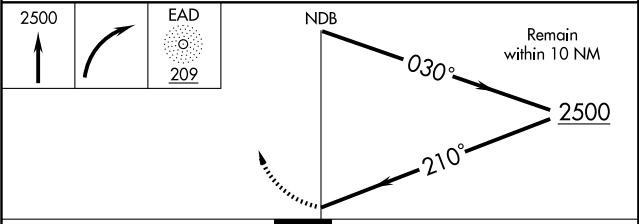
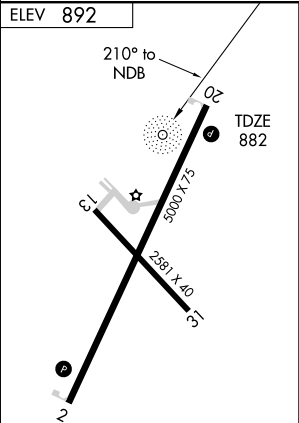
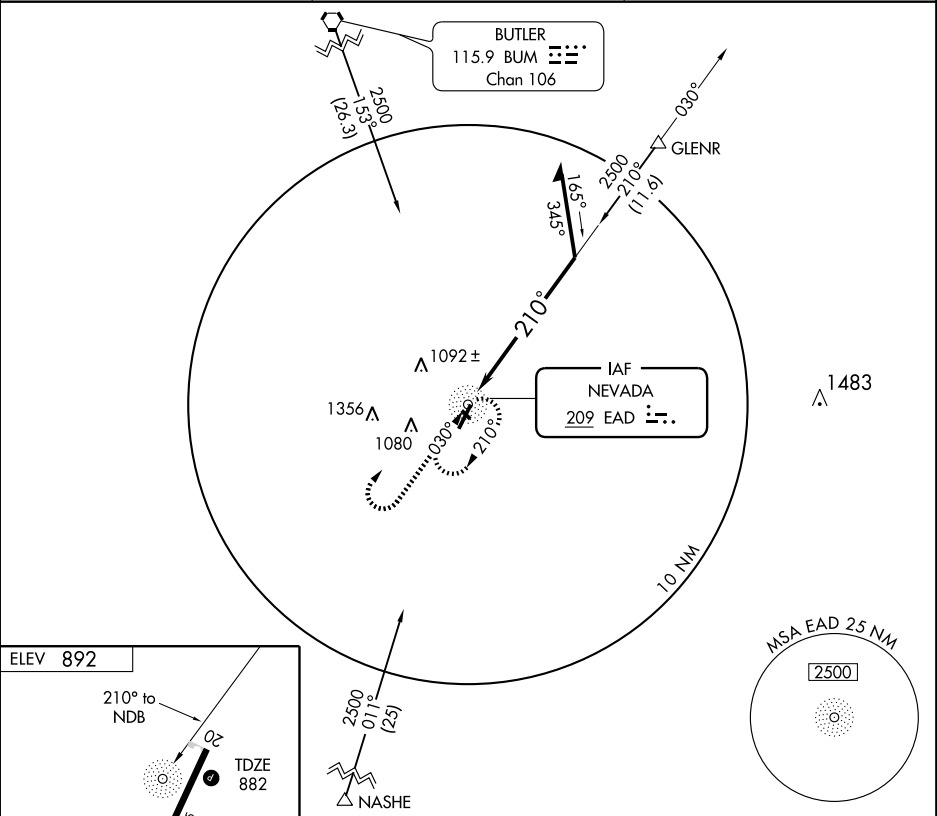
CATEGORY	A	B	C	D	FAF to MAP 2.6 NM					
CIRCLING	1780-1	525 (600-1)	1820-1½ 565 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	2:36	1:44	1:18	1:02	0:52

NDB RWY 20
NEVADA MUNI (NVD)

NDB EAD	APP CRS	Rwy Idg	5000
209	210°	TDZE	882
		Apt Elev	892

NA Use Joplin Regional altimeter setting.	MISSED APPROACH: Climb to 2500 then right turn direct EAD NDB and hold.
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AWOS-3 119.175	KANSAS CITY CENTER 125.55 327.0	UNICOM 122.8 (CTAF)
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REIL Rwy 2-20
MIRL Rwy 2-20

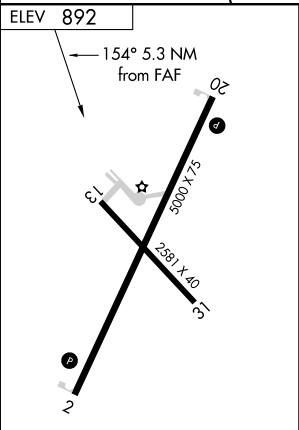
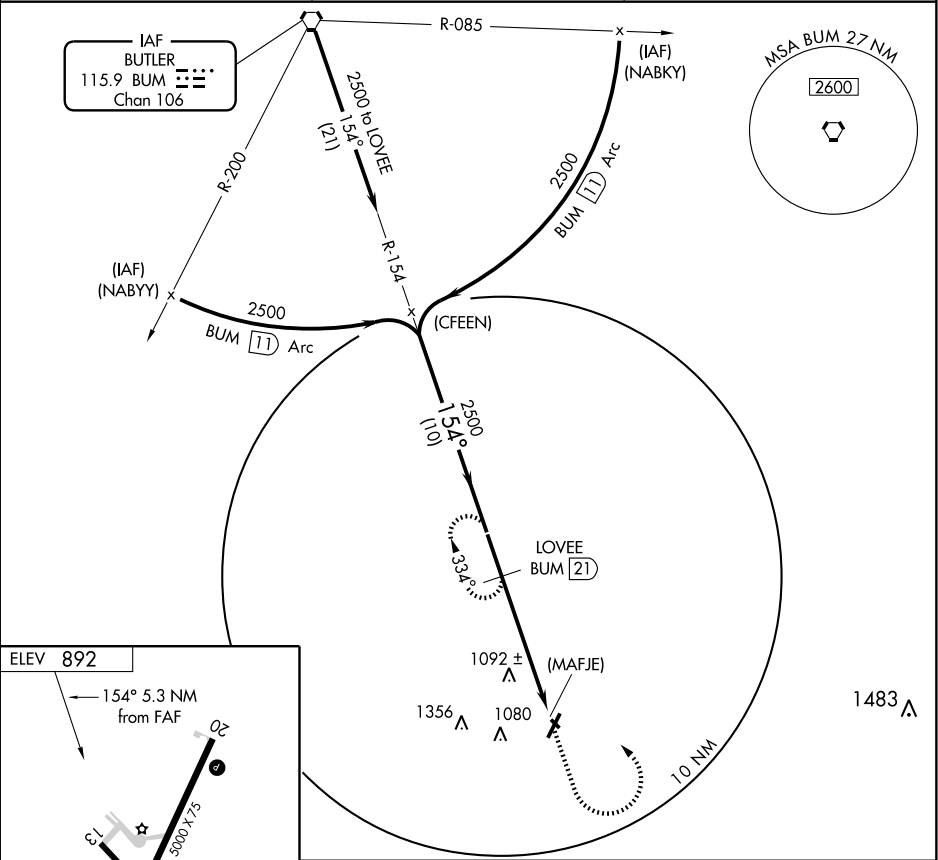
CATEGORY	A	B	C	D
S-20	1800-1¼ 918 (1000-1¼)	1800-2¾ 918 (1000-2¾)	1800-3 918 (1000-3)	1800-3 918 (1000-3)
CIRCLING	1800-1¼ 908 (1000-1¼)	1800-2¾ 908 (1000-2¾)	1800-3 908 (1000-3)	1800-3 908 (1000-3)

VORTAC BUM 115.9 Chan 106	APP CRS 154°	Rwy Idg TDZE Apt Elev	N/A N/A 892
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VOR/DME or GPS-A
NEVADA MUNI (NVD)

▲ NA Use Joplin Regional altimeter setting.	MISSED APPROACH: Climb to 2500 then left turn via BUM VORTAC R-154 to LOVEE 21 DME and hold.
--	---

AWOS-3 119.175	KANSAS CITY CENTER 125.55 327.0	UNICOM 122.8 (CTAF) 0
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REIL Rwy 2-20 0
MIRL Rwy 2-20 0

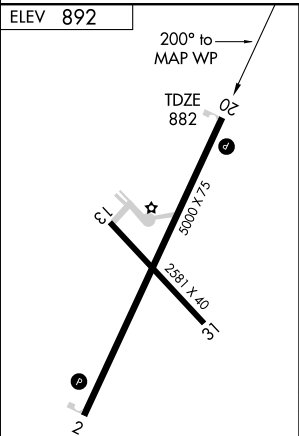
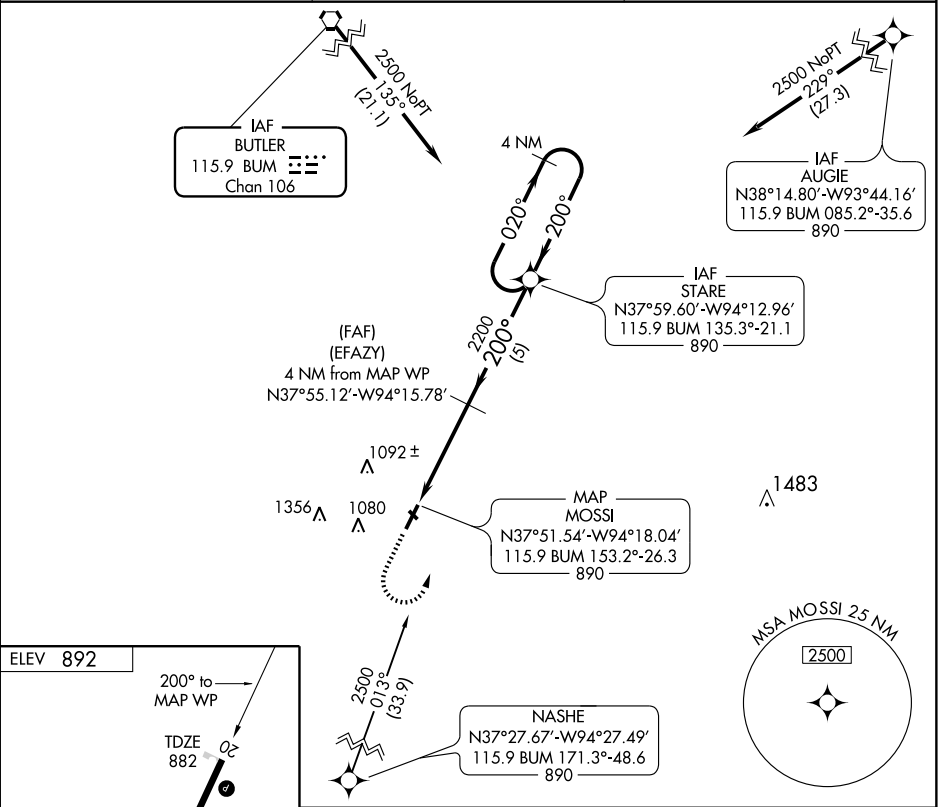
VORTAC		LOVEE BUM 21		2500	LOVEE BUM 21
2500		154°	2500	154°	(MAFJE) BUM 26.3
Procedure Turn NA		21 NM		5.3 NM	
CATEGORY	A	B	C	D	
CIRCLING	1560-1 668 (700-1)	1560-1¼ 668 (700-1¼)	1580-2 688 (700-2)	1580-2¼ 688 (700-2¼)	

VORTAC BUM 115.9 Chan 106	APP CRS 200°	Rwy Idg TDZE Apt Elev	5000 882 892
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VOR/DME RNAV or GPS RWY 20
NEVADA MUNI (NVD)

NA Use Joplin Regional altimeter setting.	MISSED APPROACH: Climb to 2500 then left turn direct STARE WP and hold.
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AWOS-3 119.175	KANSAS CITY CENTER 125.55 327.0	UNICOM 122.8 (CTAF)
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REIL Rwy 2-20
MIRL Rwy 2-20

	2500	STARE	STARE WP	4 NM Holding Pattern
		(EFAZY) 4 NM from MAP WP		
	MOSSI MAP WP	2200	200°	020° 2500
	1.9 NM	2.1 NM	5 NM	
CATEGORY	A	B	C	D
S-20	1540-1 658 (700-1)	1540-1¼ 658 (700-1¼)	1540-1¾ 658 (700-1¾)	1540-2 658 (700-2)
CIRCLING	1540-1 648 (700-1)	1540-1¼ 648 (700-1¼)	1580-2 688 (700-2)	1580-2¼ 688 (700-2¼)

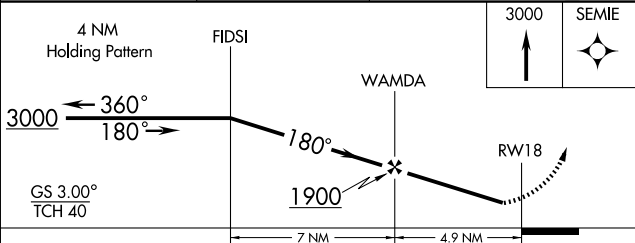
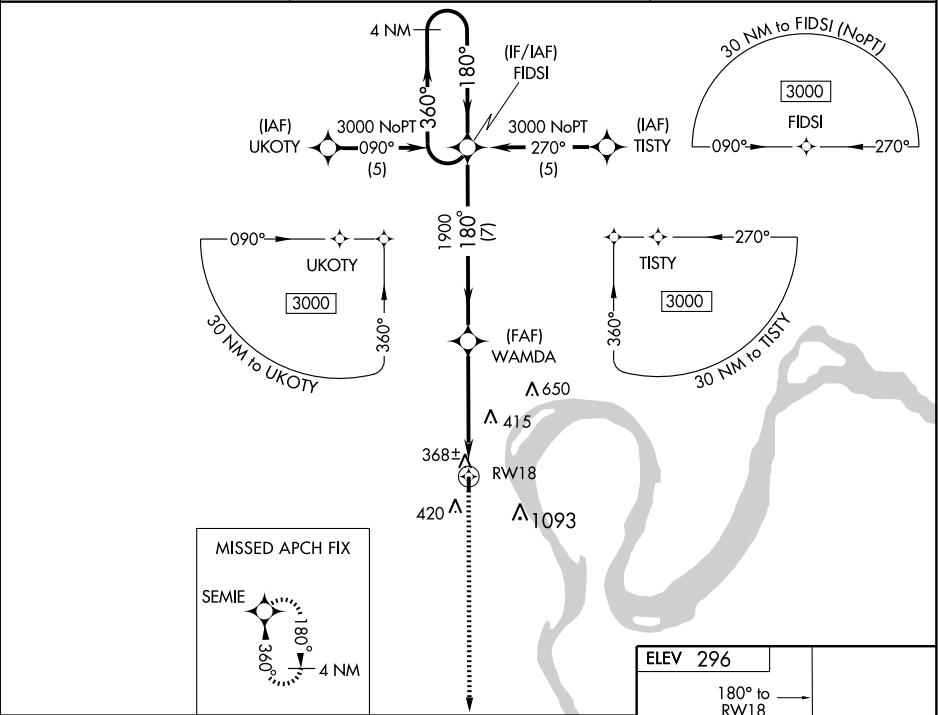
WAAS CH 82114 W18A	APP CRS 180°	Rwy Idg TDZE Apt Elev	3200 295 296
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RNAV (GPS) RWY 18

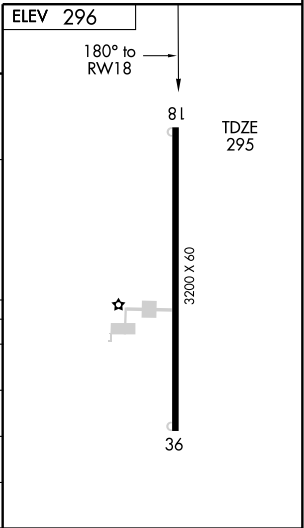
NEW MADRID/COUNTY MEMORIAL (EIW)

⚠ Circling to Rwy 36 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dyersburg altimeter setting; when not received, use Cairo altimeter setting and increase all DA 5 feet and all MDA 20 feet.	MISSED APPROACH: Climb to 3000 direct SEMIE and hold.
--	--

DYERSBURG AWOS-3 135.625	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	628-1¼	333 (400-1¼)		NA
LNAV/VNAV DA	1016-2½	721 (800-2½)		NA
LNAV MDA	800-1	505 (600-1)		NA
CIRCLING	860-1	564 (600-1)		NA



WAAS CH 56414 W36A	APP CRS 360°	Rwy Idg TDZE Apt Elev	3200 296 296
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RNAV (GPS) RWY 36

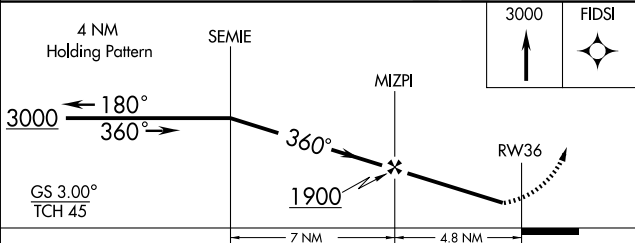
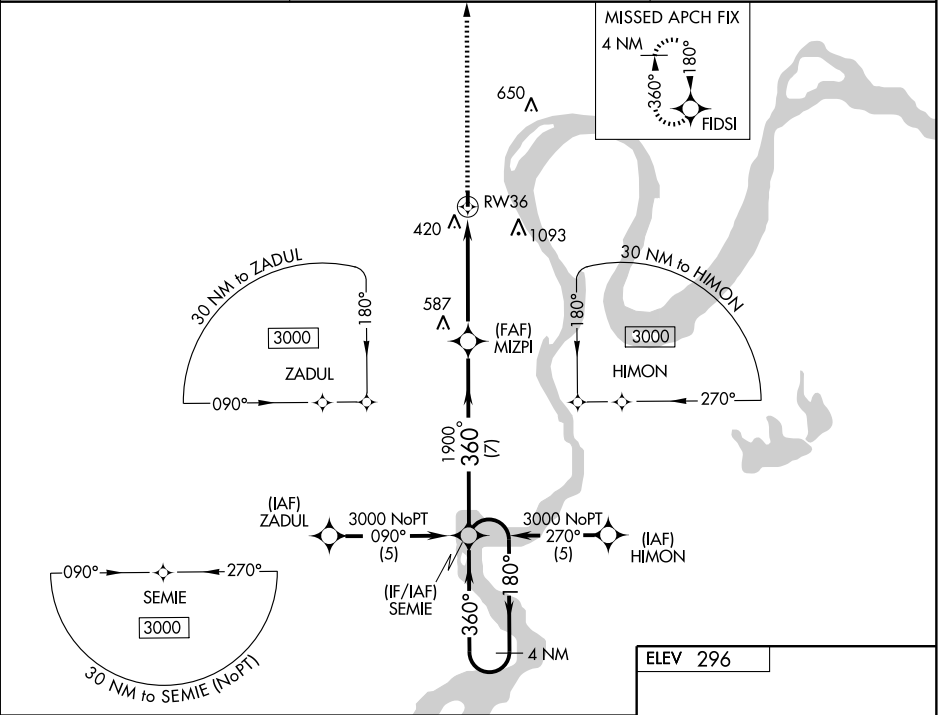
NEW MADRID/COUNTY MEMORIAL (EIW)

NA

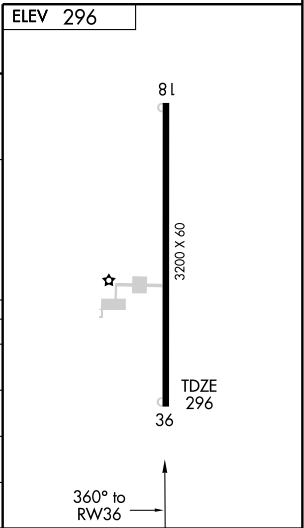
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dyersburg altimeter setting; when not received, use Cairo altimeter setting and increase all DA 5 feet and all MDA 20 feet. Straight-in/Circling to Rwy 36 NA at night.

MISSED APPROACH: Climb to 3000 direct FIDSI and hold.

DYERSBURG AWOS-3 135.625	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	668-1¼	372 (400-1¼)		NA
LNAV/VNAV DA	900-2¼	604 (700-2¼)		NA
LNAV MDA	820-1	524 (600-1)		NA
CIRCLING	860-1	564 (600-1)		NA



VORTAC MAW	APP CRS	Rwy Idg	N/A
111.2	091°	TDZE	N/A
Chan 49		Apt Elev	296

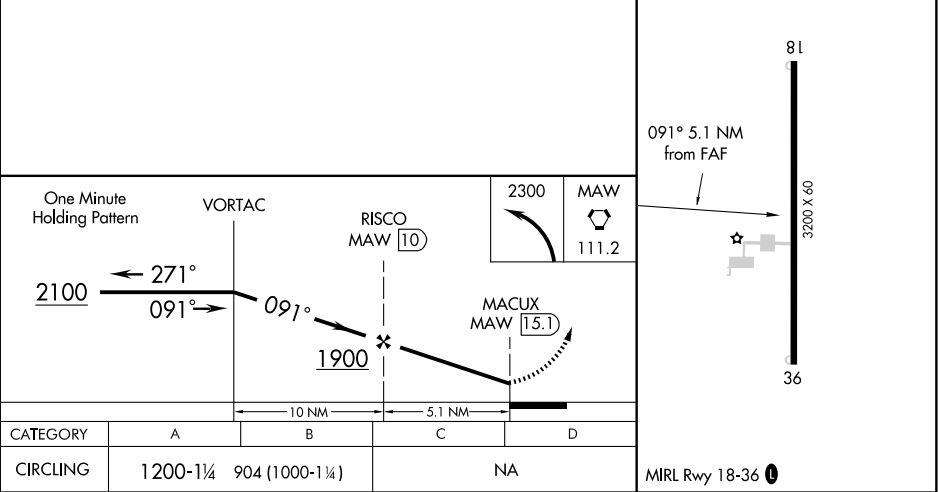
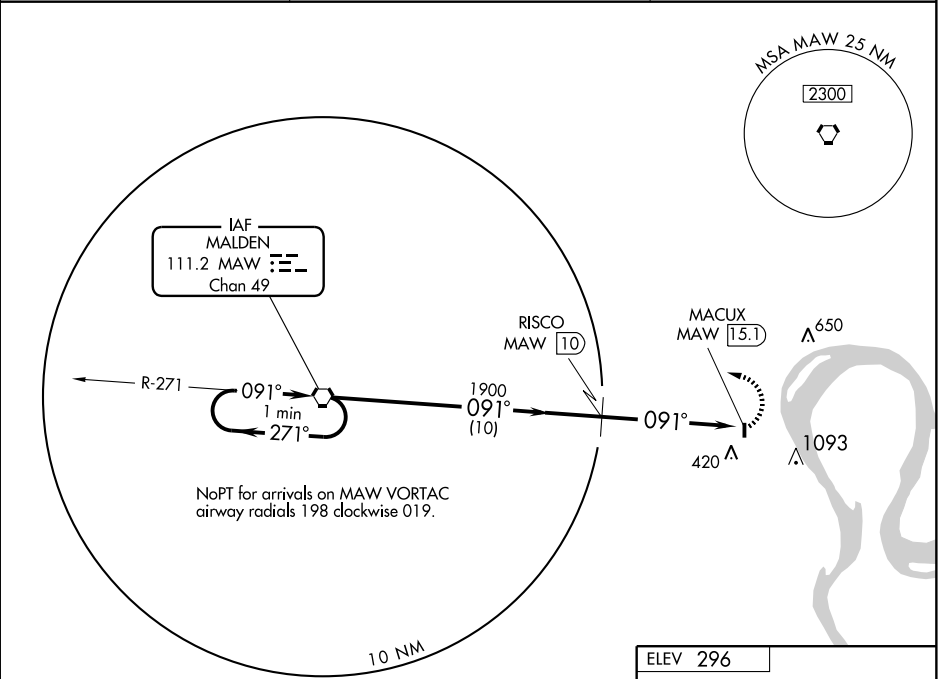
▼

NA

Circling to Rwy 36 NA at night. Use Dyersburg altimeter setting; when not received use Cairo altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2300 direct MAW VORTAC and hold.

DYERSBURG AWOS-3 135.625	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
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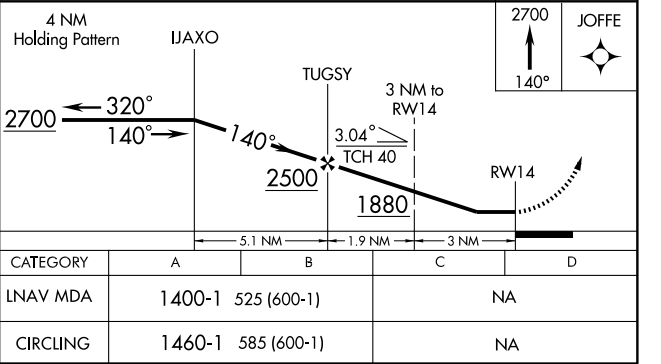
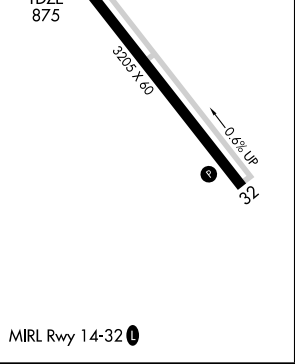
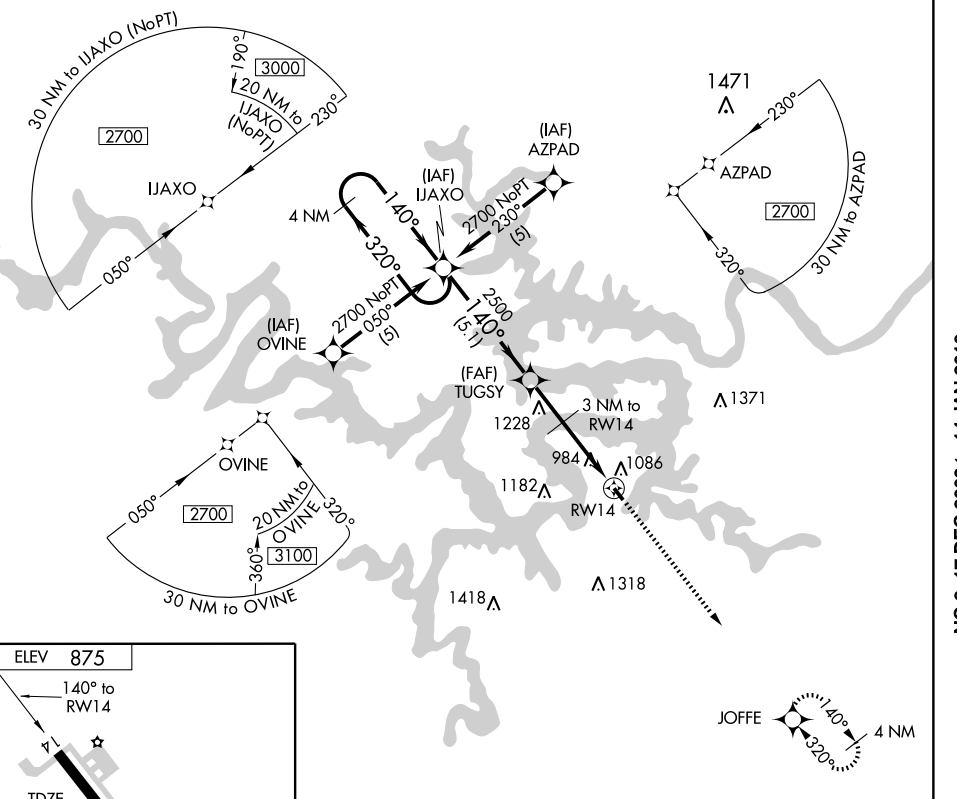
▼

▲NA

Use Lee C. Fine Memorial altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2700 via 140° course to JOFFE
WP and hold.

KAISER (LAKE OZARK) AWOS-3 135.325	MIZZU APP CON 124.1 353.7	UNICOM 122.8 (CTAF) 1
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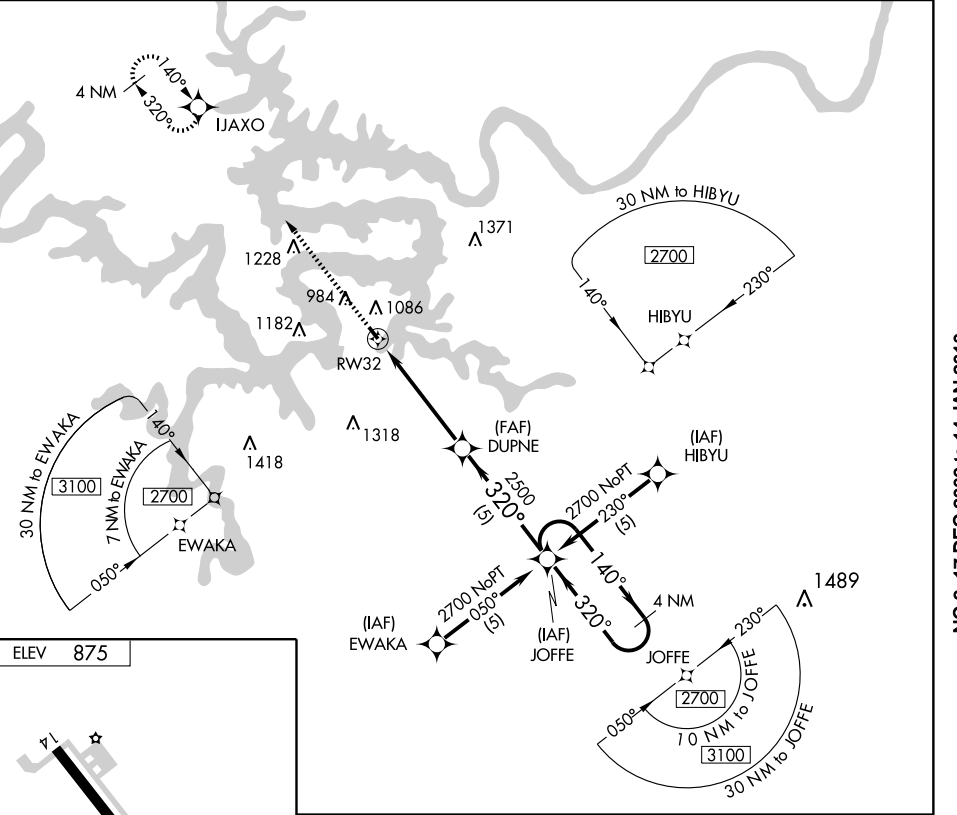
▼

▲NA

Use Lee C. Fine Memorial altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2700 via 320° course to IJAXO
WP and hold.

KAISER (LAKE OZARK) AWOS-3 135.325	MIZZU APP CON 124.1 353.7	UNICOM 122.8 (CTAF) 0
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ELEV 875

	2700	IJAXO			4 NM Holding Pattern
	320°				
			DUPNE		
			3.04° TCH 40		
			2500		
				JOFFE	
				140° → 2700	
				← 320°	
					VGSI and descent angles not coincident.
CATEGORY	A	B	C	D	
LNNAV MDA	1360-1	485 (500-1)	NA		
CIRCLING	1460-1	585 (600-1)	NA		

MIRL Rwy 14-32 0

NC-3, 17 DEC 2009 to 14 JAN 2010

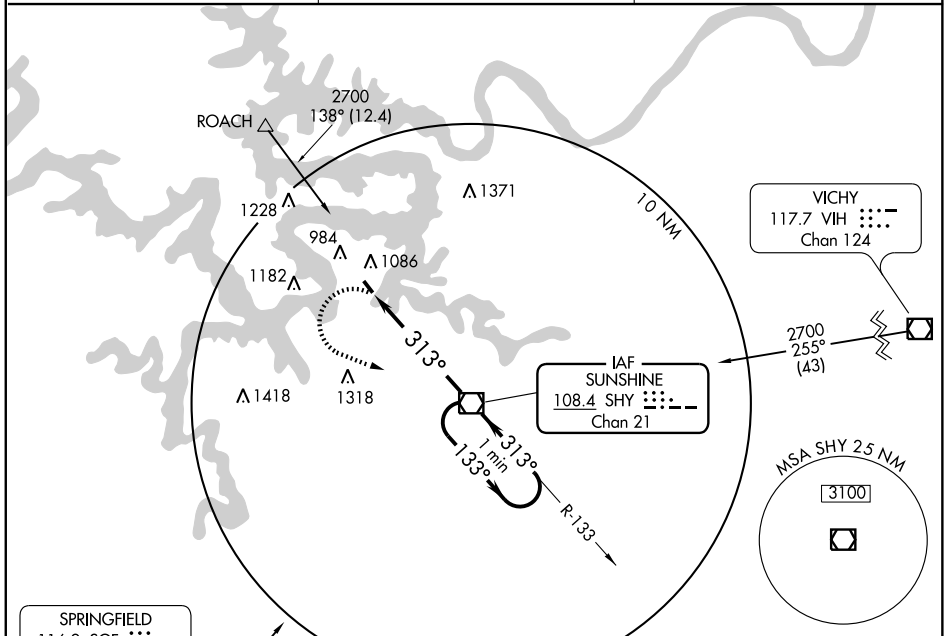
VOR/DME SHY 108.4 Chan 21	APP CRS 313°	Rwy Idg TDZE Apt Elev 3205 875 875
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VOR RWY 32

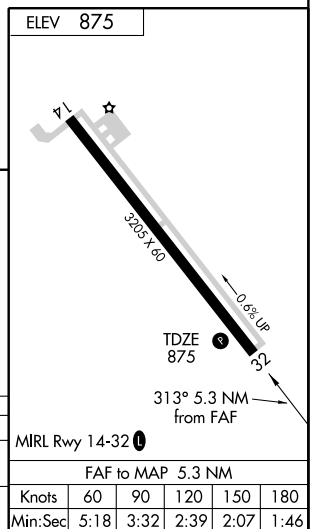
OSAGE BEACH/ GRAND GLAIZE-OSAGE BEACH (K15)

<p>▼ Use Lee C. Fine Memorial altimeter setting.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climbing left turn to 2700 direct SHY VOR/DME and hold.</p>
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KAISER (LAKE OZARK) AWOS-3 135.325	MIZZU APP CON 124.1 353.7	UNICOM 122.8 (CTAF) 0
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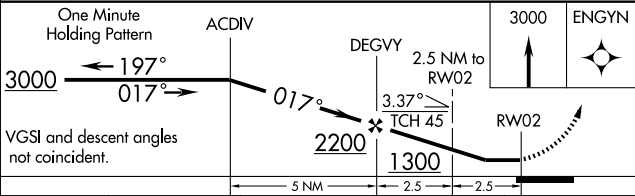
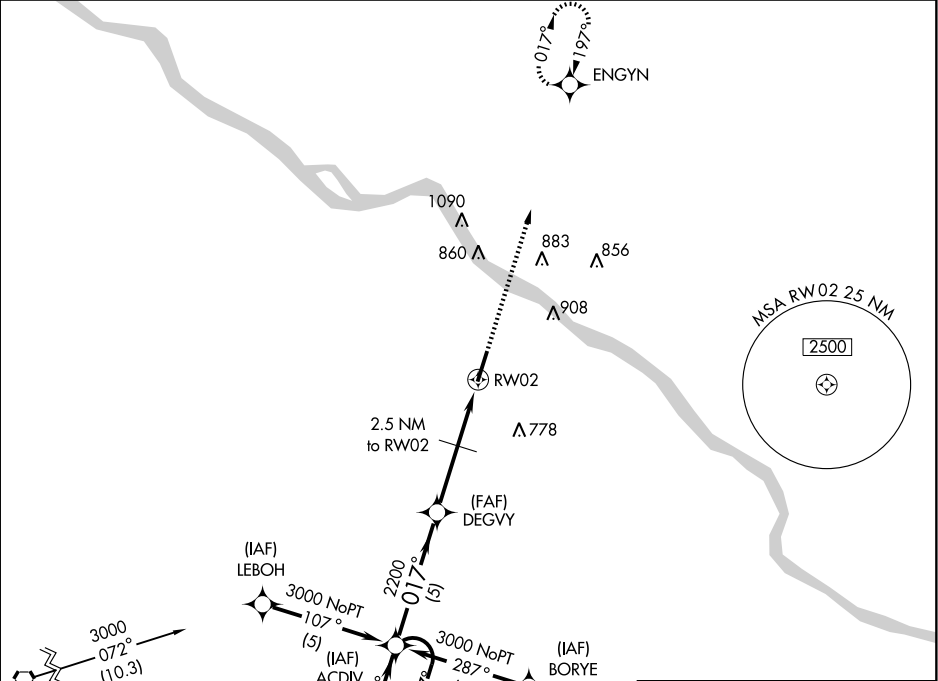


2700	SHY			
		108.4		
<p>One Minute Holding Pattern</p>				
<p>VOR/DME</p>				
<p>133° → 2700</p>				
<p>← 313°</p>				
<p>SHY 5.3</p>				
<p>313°</p>				
<p>3.19° TCH 40</p>				
<p>5.3 NM</p>				
<p>VGSI and descent angles not coincident.</p>				
CATEGORY	A	B	C	D
S-32	1320-1	445 (500-1)	NA	
CIRCLING	1460-1	585 (600-1)	NA	

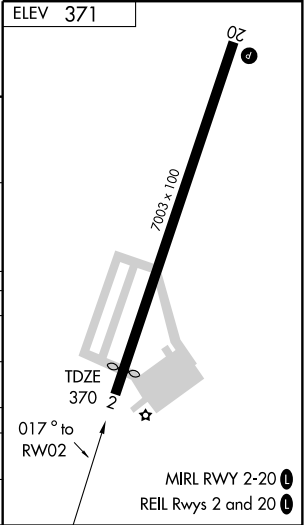


APP CRS	Rwy Idg	6483
017°	TDZE	370
	Apt Elev	371

NA Obtain local altimeter setting on CTAF; when not received, use Cape Girardeau altimeter setting.	MISSED APPROACH: Climb to 3000 direct ENGYN WP and hold.
KANSAS CITY CENTER 127.47 291.7	UNICOM 122.8 (CTAF) 1



CATEGORY	A	B	C	D
S-2	980-1 610 (700-1)	980-1 610 (700-1)	980-1 610 (700-1)	980-2 610 (700-2)
CIRCLING	980-1 609 (700-1)	980-1 609 (700-1)	980-1 609 (700-1)	980-2 609 (700-2)
CAPE GIRARDEAU ALTIMETER SETTING MINIMUMS				
S-2	1080-1 710 (800-1)	1080-2 710 (800-2)	1080-2 710 (800-2)	1080-2 710 (800-2)
CIRCLING	1080-1 709 (800-1)	1080-2 709 (800-2)	1080-2 709 (800-2)	1080-2 709 (800-2)



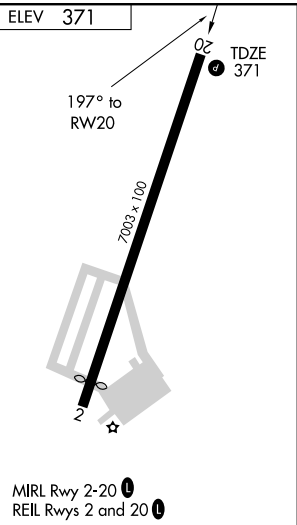
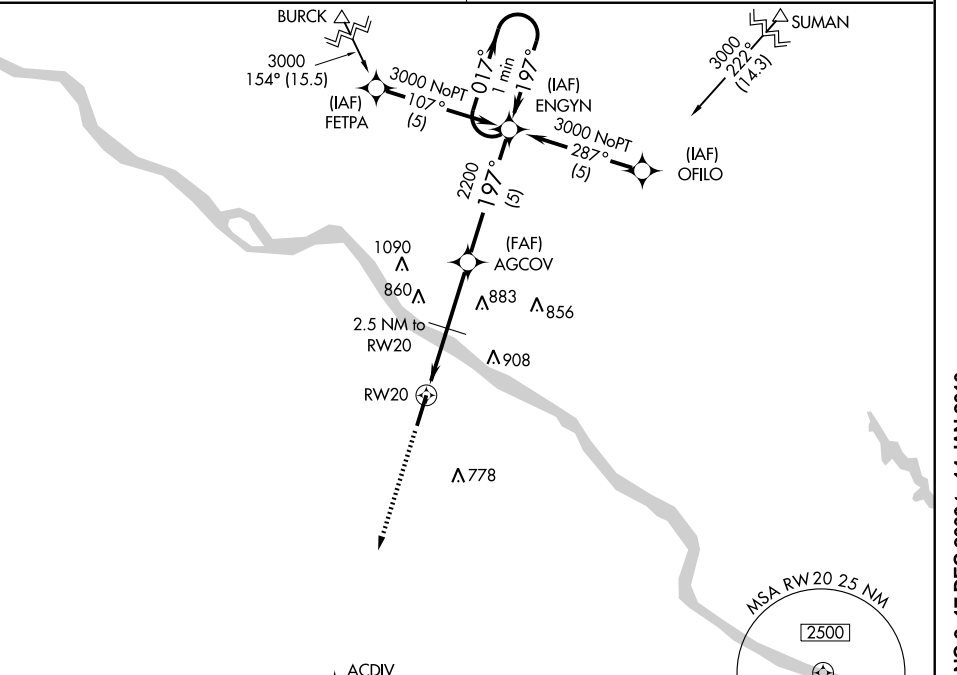
NA

Obtain local altimeter setting on CTAF; when not received, use Cape Girardeau altimeter setting.

MISSED APPROACH: Climb to 3000 direct ACDIV WP and hold.

KANSAS CITY CENTER
127.47 291.7

UNICOM
122.8 (CTAF)



ACDIV

1279

3000

ACDIV

2.5 NM to RW20

AGCOV

ENGYN

One Minute Holding Pattern

017°

197°

3000

VGSi and descent angles not coincident.

CATEGORY	A	B	C	D
S-20	980-1 609 (700-1)		980-1¾ 609 (700-1¾)	980-2 609 (700-2)
CIRCLING	980-1 609 (700-1)		1020-1¾ 649 (700-1¾)	1020-2 649 (700-2)

CAPE GIRARDEAU ALTIMETER SETTING MINIMUMS

S-20	1080-1 709 (800-1)	1080-2 709 (800-2)	1080-2½ 709 (800-2½)
CIRCLING	1080-1 709 (800-1)	1120-2¼ 749 (800-2¼)	1120-2½ 749 (800-2½)

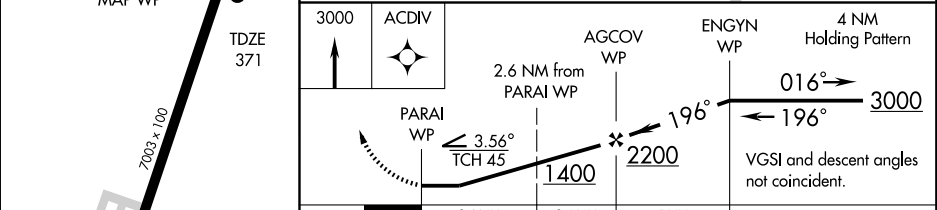
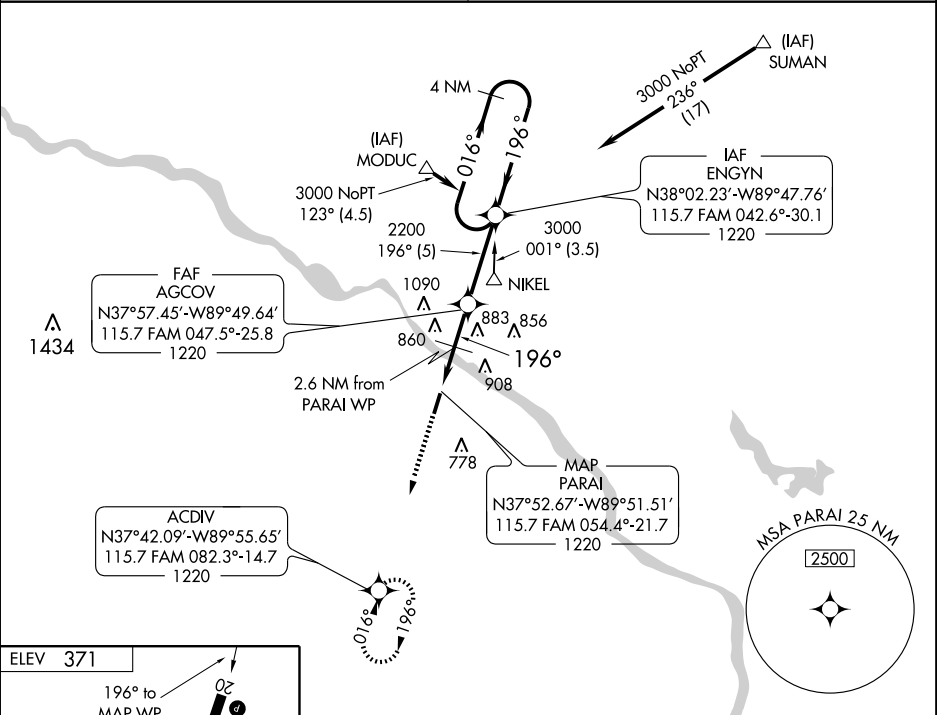
NC-3. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	7003
196°	TDZE	371
	Apt Elev	371

VOR/DME RNAV RWY 20

PERRYVILLE MUNI (K02)

NA Obtain local altimeter setting on CTAF, when not received, use Cape Girardeau altimeter setting.	MISSED APPROACH: Climb to 3000 direct ACDIV WP and hold.
KANSAS CITY CENTER 127.47 291.7	UNICOM 122.8 (CTAF) 0

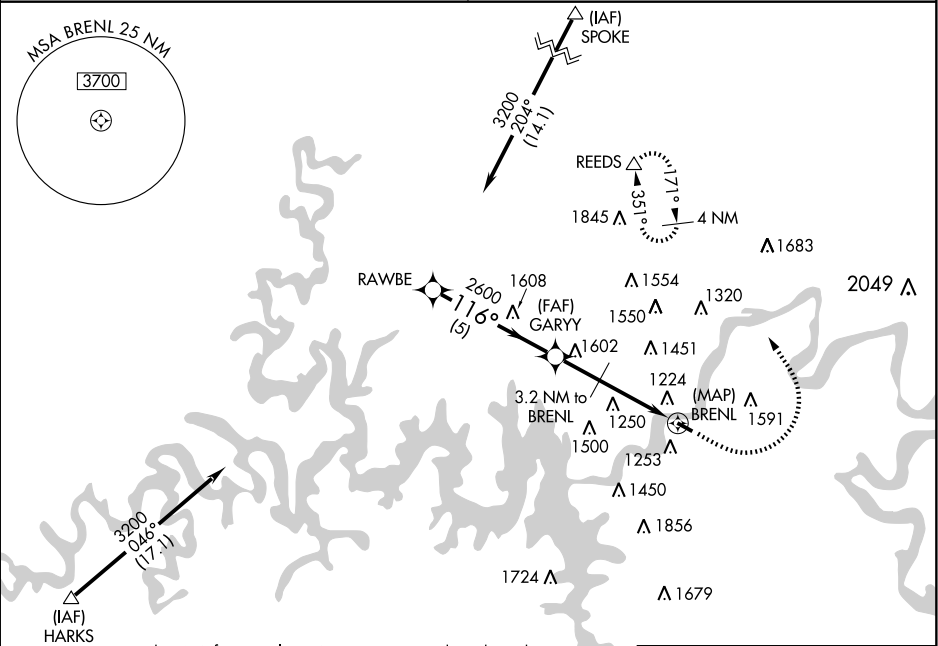


CATEGORY	A	B	C	D
S-20	1120-1 749 (800-1)	1120-1¼ 749 (800-1¼)	1120-2¼ 749 (800-2¼)	1120-2½ 749 (800-2½)
CIRCLING	1120-1 749 (800-1)	1120-1¼ 749 (800-1¼)	1120-2¼ 749 (800-2¼)	1120-2½ 749 (800-2½)
CAPE GIRARDEAU ALTIMETER SETTING MINIMUMS				
S-20	1220-1 849 (900-1)	1220-1¼ 849 (900-1¼)	1220-2½ 849 (900-2½)	1220-2¾ 849 (900-2¾)
CIRCLING	1220-1 849 (900-1)	1220-1¼ 849 (900-1¼)	1220-2½ 849 (900-2½)	1220-2¾ 849 (900-2¾)

REIL Rwy 2 and 20 0
MIRL Rwy 2-20 0

APP CRS	Rwy Idg	3625
116°	TDZE	938
	Apt Elev	938

T NA	Obtain local altimeter on CTAF; when not received use Springfield altimeter setting.	MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct REEDS WP and hold.
SPRINGFIELD APP CON 126.35		UNICOM 122.7 (CTAF) 0



Procedure NA for arrival at HARKS via V72 southwestbound, and for arrival at SPOKE via V71 northbound.

*2100 when using Springfield altimeter setting.				
<div>2000 3000 REEDS ↑ ↻ △</div>				
RAWBE GARY BRENL				
3200 2600 2000				
116° 3.06° # Descent angle NA with Springfield altimeter setting.				
5 NM 1.8 NM 3.2 NM				
CATEGORY	A	B	C	D
S-11	1520-1	582 (600-1)	1520-1½ 582 (600-1½)	NA
CIRCLING	1600-1	662 (700-1)	1600-1¾ 662 (700-1¾)	NA
SPRINGFIELD ALTIMETER SETTING MINIMUMS				
S-11	1660-1	722 (800-1)	1660-2 722 (800-2)	NA
CIRCLING	1740-1 802 (900-1)	1740-1¼ 802 (900-1¼)	1740-2 ¼ 802 (900-2¼)	NA
ELEV 938				
116° to BRENL				
TDZE 938				
3738 X 100				
REIL Rwy 11 and 29 0				
MIRL Rwy 11-29 0				

▽

NA

Obtain local altimeter on CTAF; when not received use Springfield altimeter setting.

MISSED APPROACH: Climb to 2900 then left turn direct UZAPO WP and hold.

SPRINGFIELD APP CON

126.35

UNICOM

122.7 (CTAF) 0

ELEV 938

2900

↑

UZAPO

✧

ROYBI MAP WP

293° to MAP WP

UZAPO WP

4 NM Holding Pattern

2900

113° →

← 293°

3738 X 100

293° to MAP WP

CATEGORY	A	B	C	D
S-29	1800-1 862 (900-1)	1800-1¼ 862 (900-1¼)	1800-2½ 862 (900-2½)	NA
CIRCLING	1800-1 862 (900-1)	1800-1¼ 862 (900-1¼)	1800-2½ 862 (900-2½)	NA

SPRINGFIELD ALTIMETER SETTING MINIMUMS

S-29	1940-1¼ 1002 (1100-1¼)	1940-1½ 1002 (1100-1½)	1940-3 1002 (1100-3)	NA
CIRCLING	1940-1¼ 1002 (1100-1¼)	1940-1½ 1002 (1100-1½)	1940-3 1002 (1100-3)	NA

REIL Rwy 11 and 29 0

MRL Rwy 11-29 0

NC-3, 17 DEC 2009 to 14 JAN 2010

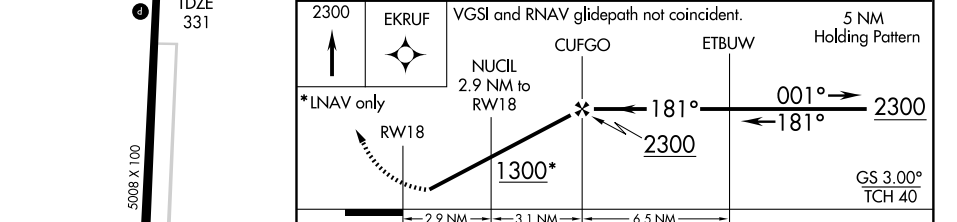
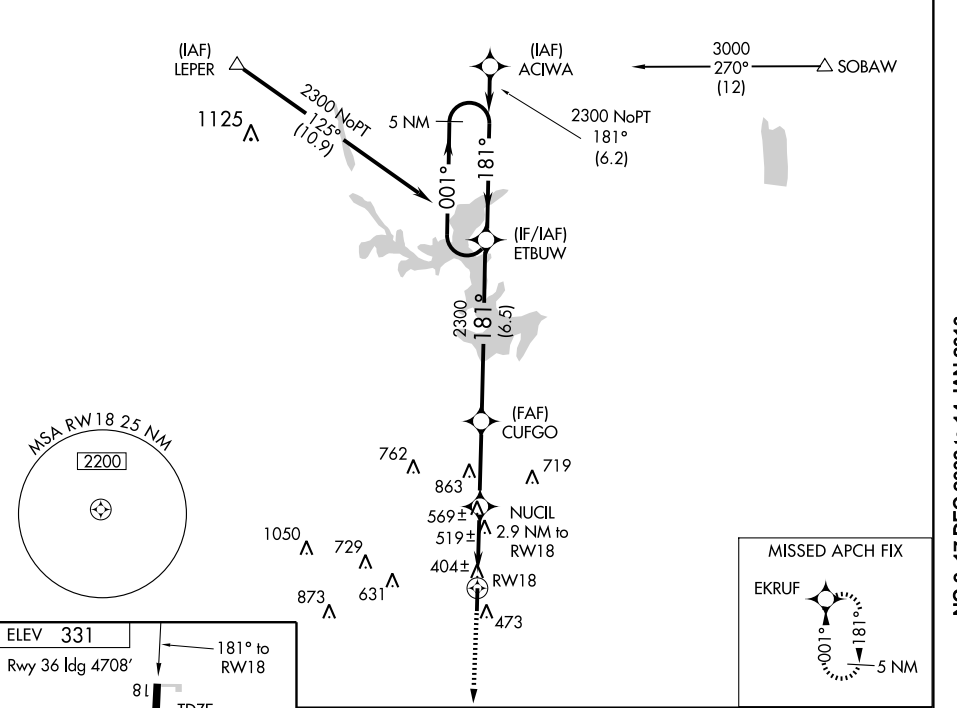
▼

▲

Baro-VNAV NA when using Cape Girardeau altimeter setting.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs 106 feet/MDAs 120 feet.

MISSED APPROACH: Climb to 2300 direct EKRUF and hold.

ASOS 124.225	MEMPHIS CENTER 120.075 289.4	UNICOM 123.0(CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	634-1 303 (400-1)			
LNAV/VNAV DA	675-1¼ 344 (400-1¼)			
LNAV MDA	800-1 469 (500-1)		800-1¼ 469 (500-1¼)	800-1½ 469 (500-1½)
CIRCLING	840-1 509 (600-1)		840-1½ 509 (600-1½)	900-2 569 (600-2)

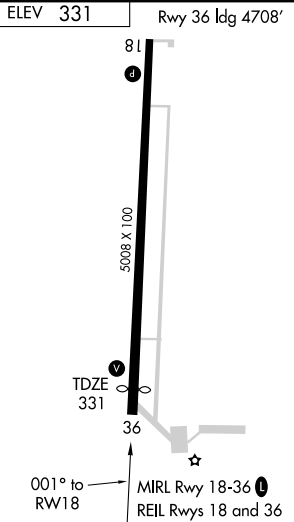
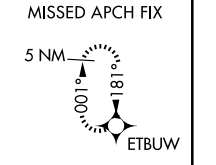
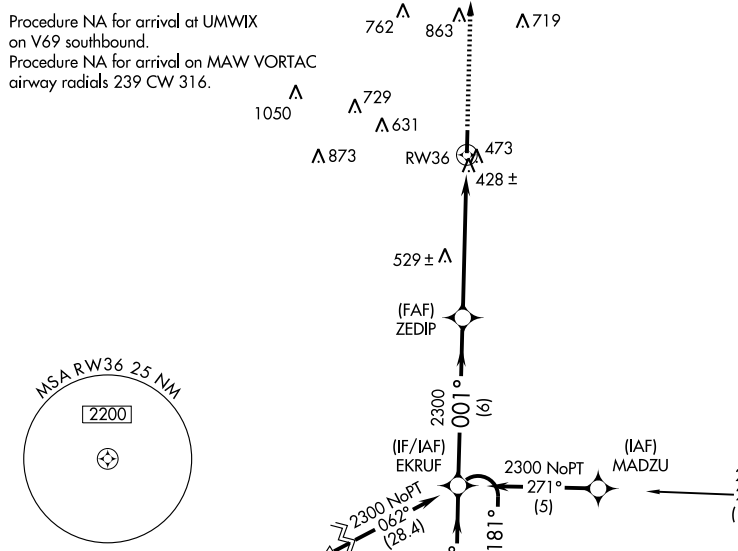
MIRL Rwy 18-36
REIL Rwy 18 and 36

NC-3. 17 DEC 2009 to 14 JAN 2010

T Baro-VNAV NA when using Cape Girardeau altimeter setting.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs 106 feet/MDAs 120 feet.
VDP NA when using Cape Girardeau altimeter setting.

MISSED APPROACH: Climb to 2300 direct ETBUW and hold.

ASOS 124.225	MEMPHIS CENTER 120.075 289.4	UNICOM 123.0 (CTAF) 0
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5 NM Holding Pattern		EKRUF	ZEDIP	2300	ETBUW
2300 ← 181°		001° →	001°	*1.3 NM to RW36	*LNAV only
GS 3.00° TCH 40		2300			
CATEGORY	A	B	C	D	
LPV DA	669-1¼ 338 (400-1¼)				
LNAV/VNAV DA	773-1½ 442 (500-1½)				
LNAV MDA	780-1	449 (500-1)	780-1¼ 449 (500-1¼)	780-1½ 449 (500-1½)	
CIRCLING	840-1	509 (600-1)	840-1½ 509 (600-1½)	900-2 569 (600-2)	

NC-3. 17 DEC 2009 to 14 JAN 2010

SDF FDI 108.7	APP CRS 358°	Rwy Idg 4708 TDZE 330 Apt Elev 331
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SDF RWY 36

POPLAR BLUFF MUNI (POF)

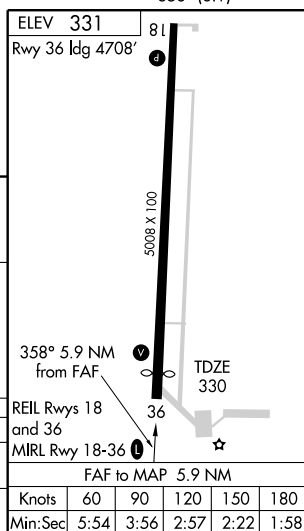
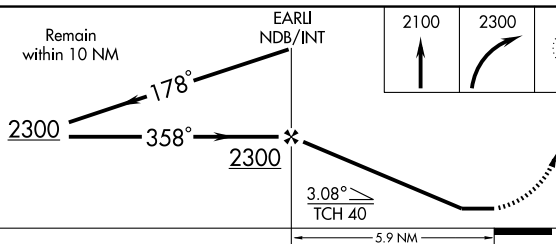
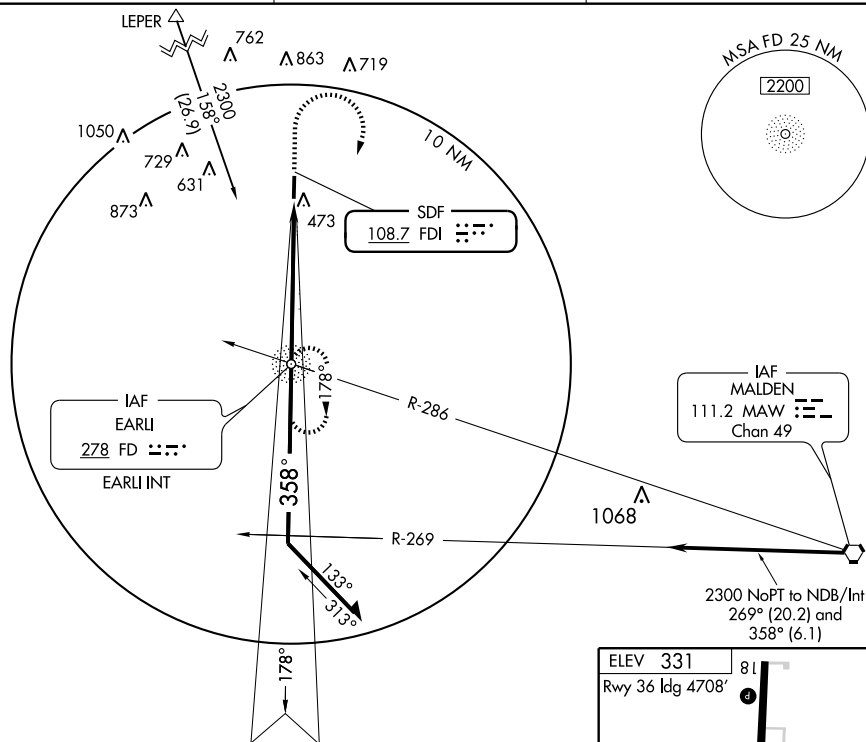


MISSED APPROACH: Climb to 2100 then climbing right turn to 2300 direct EARLI NDB/Int and hold.

ASOS
124.225

MEMPHIS CENTER
120.075 289.4

UNICOM
123.0 (CTAF) 0



APP CRS	Rwy Idg	4000
031°	TDZE	959
	Apt Elev	959

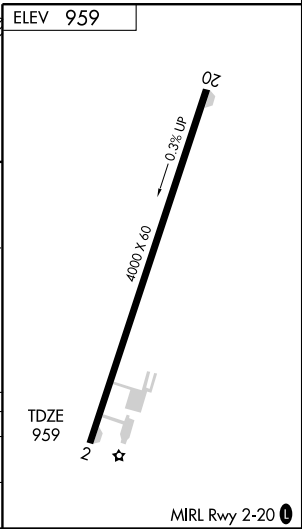
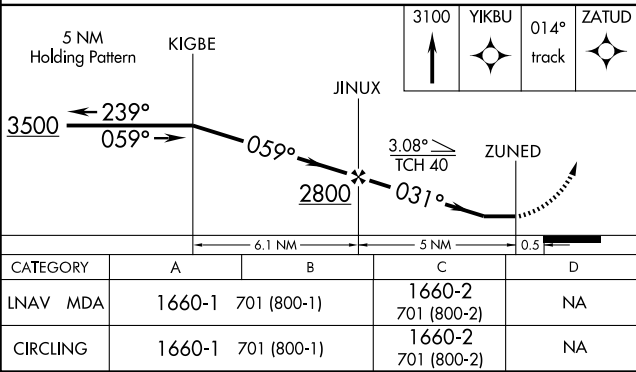
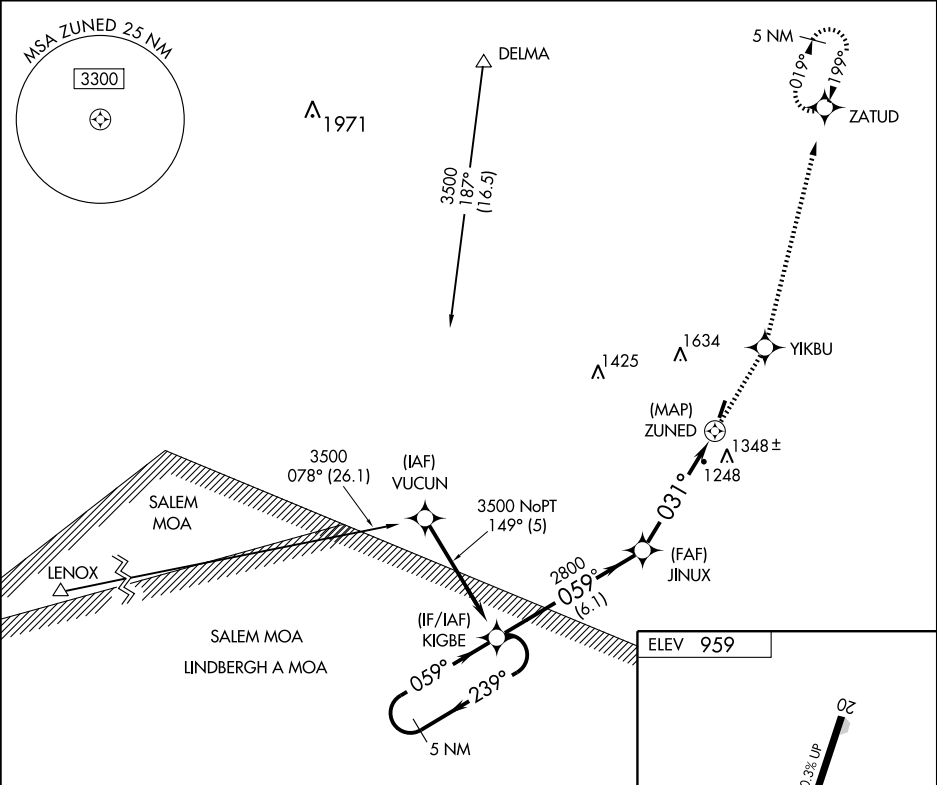
RNAV (GPS) RWY 2

POTOSI/ WASHINGTON COUNTY (8WC)

NA Circling NA west of Rwy 2-20. DME/DME RNP-0.3 NA.
Use Farmington altimeter setting, if not received, use Lambert-St. Louis
Init altimeter setting and increase all MDAs 140 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct YIKBU and via 014° track to ZATUD and hold.

KANSAS CITY CENTER 128.35 284.67	UNICOM 123.0 (CTAF) 0
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APP CRS	Rwy Idg	4000
199°	TDZE	956
	Apt Elev	959

RNAV (GPS) RWY 20

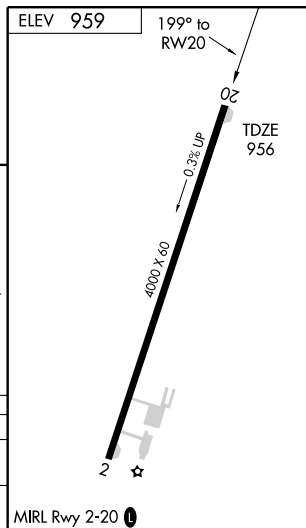
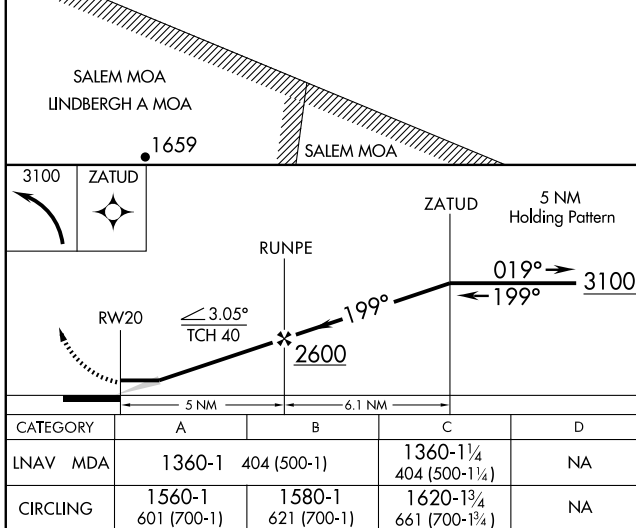
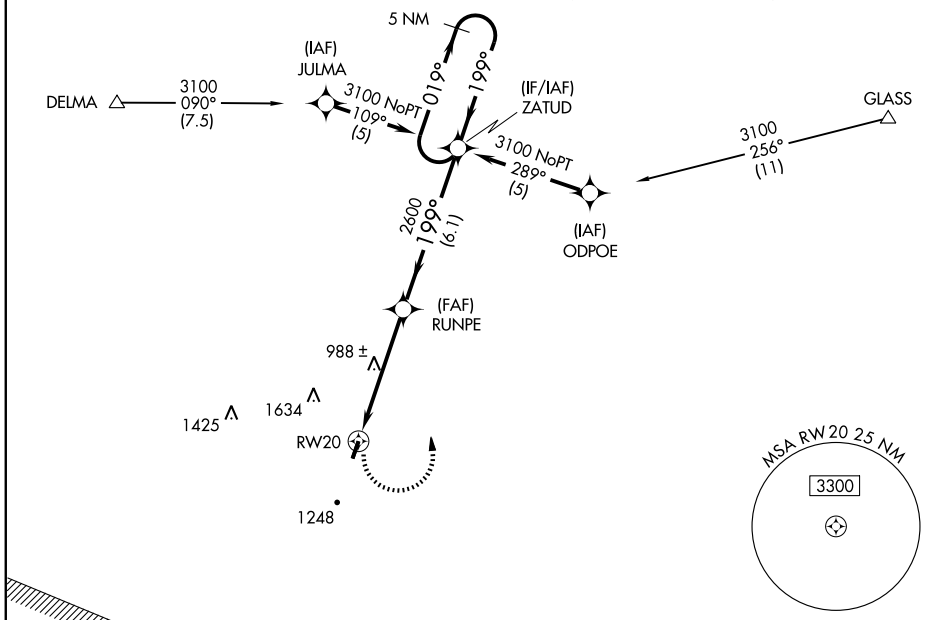
POTOSI/ WASHINGTON COUNTY (8WC)

NA DME/DME RNP-0.3 NA. Circling NA west of Rwy 2-20.
Use Farmington altimeter setting, if not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climbing left turn to 3100 direct ZATUD and hold.

KANSAS CITY CENTER 128.35 284.67	UNICOM 123.0 (CTAF)
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Procedure NA for arrivals at DELMA via V238 southwest bound.



▼

▲ NA

Use Rolla National Airport altimeter setting; when not available use Columbia altimeter setting and increase all MDAs 420 feet. Procedure not authorized at night.

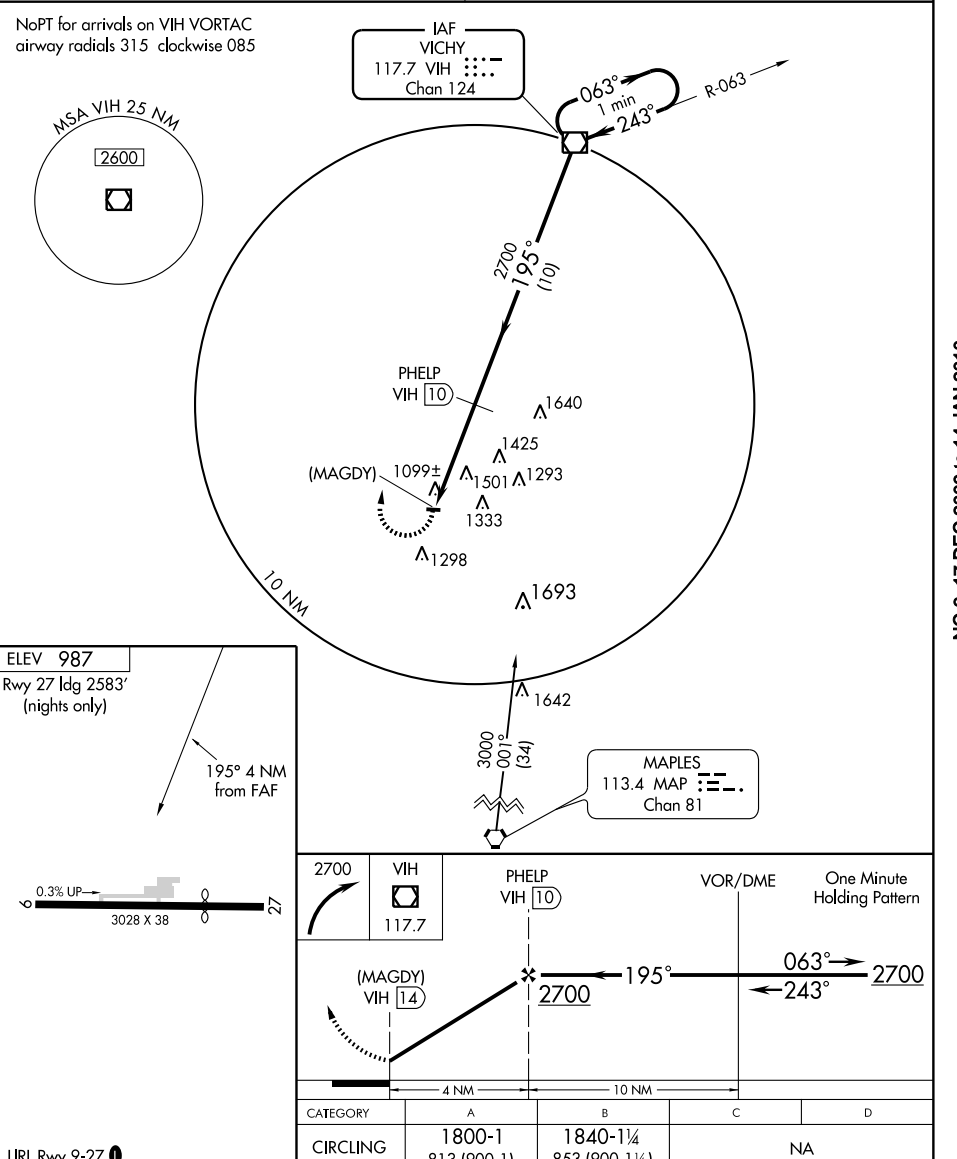
MISSED APPROACH: Climbing right turn to 2700 direct to VIH VOR/DME and hold.

KANSAS CITY CENTER

128.35 284.67

UNICOM

122.8 (CTAF) 0

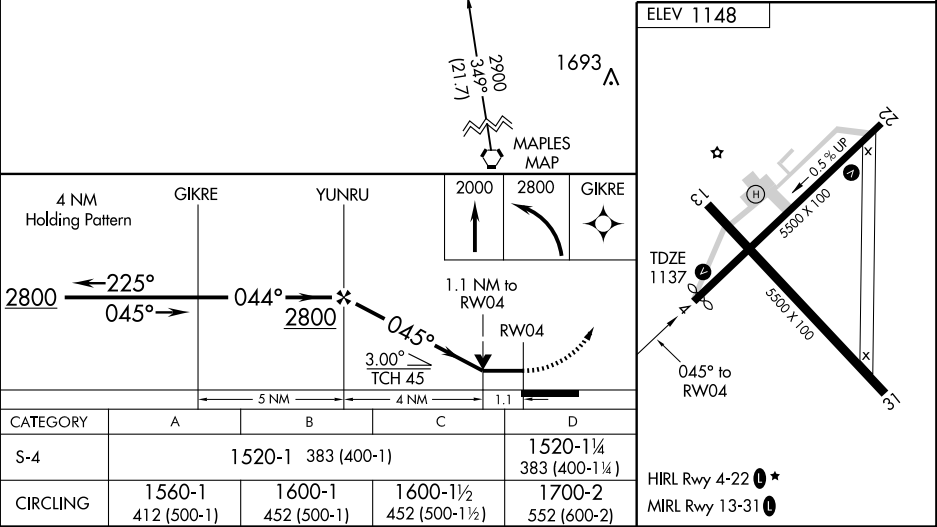
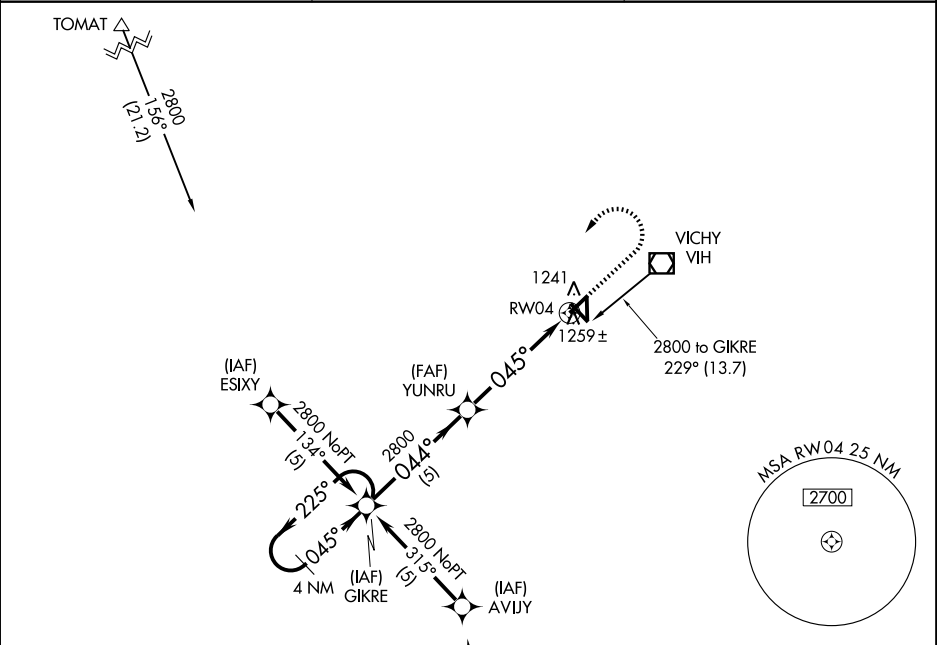


GPS RWY 4
ROLLA NATIONAL (VIH)

APP CRS	Rwy Idg	5287
045°	TDZE	1137
	Apt Elev	1148

NA	MISSED APPROACH: Climb to 2000 then climbing left turn to 2800 direct GIKRE WP and hold.
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ASOS 119.025	KANSAS CITY CENTER 128.35 284.67	UNICOM 123.0 (CTAF) 0
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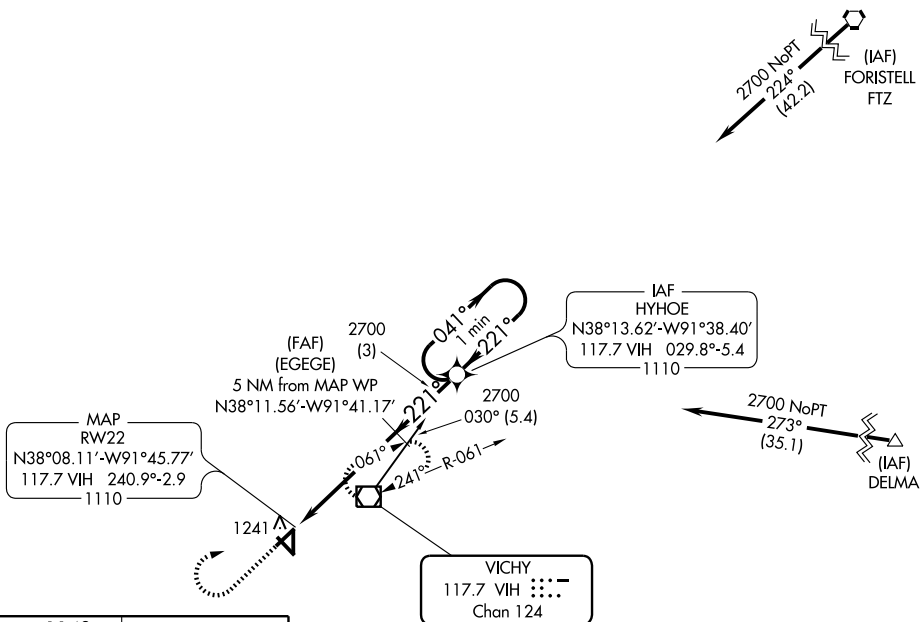
VOR/DME VIH 117.7 Chan 124	APP CRS 221°	Rwy Idg 5500 TDZE 1122 Apt Elev 1148
--	------------------------	---

VOR/DME RNAV or GPS RWY 22

ROLLA NATIONAL (VIH)

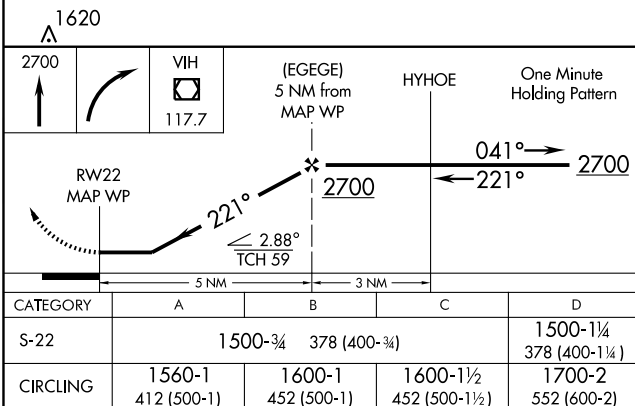
MISSED APPROACH: Climb to 2700 then right turn direct VIH
VOR/DME and hold.

ASOS 119,025	KANSAS CITY CENTER 128,35 284,67	UNICOM 123.0 (CTAF) 0
------------------------	--	--



NC-3, 17 DEC 2009 to 14 JAN 2010

Diagram illustrating the intersection of HIRL Rwy 4-22 and MIRL Rwy 13-31. The diagram shows the runways intersecting at a point marked with a star. The runways are labeled 5500 X 100. The intersection is marked with a star. The diagram also shows a TDZE of 1122 and a 0.3% UP slope. The runways are labeled 5500 X 100. The diagram includes a north arrow and a scale bar.



VOR/DME VIH 117.7 Chan 124	APP CRS 056°	Rwy Idg 5287 TDZE 1137 Apt Elev 1148
--	------------------------	---

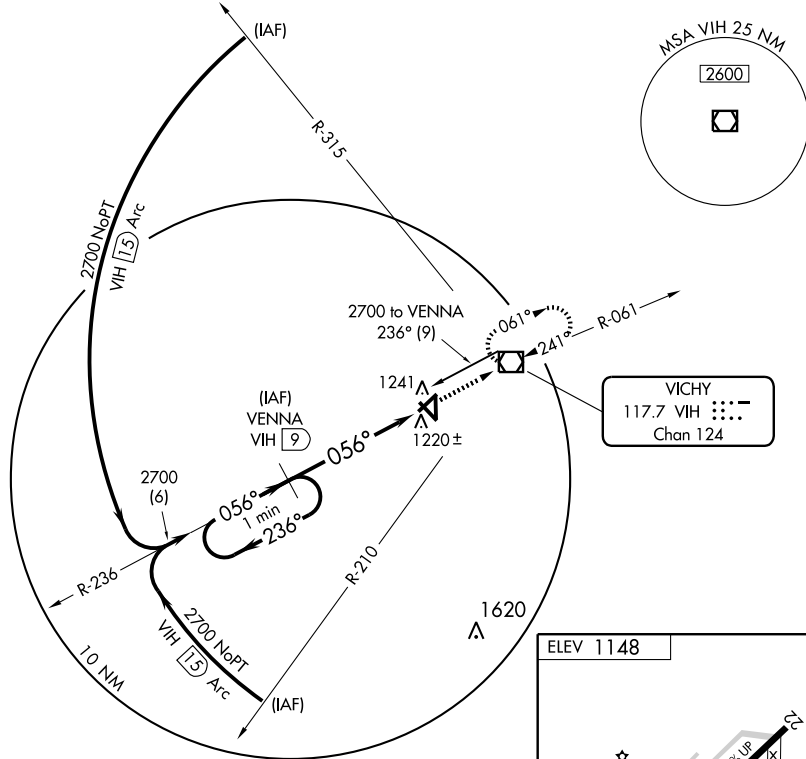
VOR/DME RWY 4
ROLLA NATIONAL (VIH)

MISSED APPROACH: Climb to 2700 direct VIH VOR/DME and hold.

ASOS
119.025

KANSAS CITY CENTER
128.35 284.67

UNICOM
123.0 (CTAF) **L**



One Minute Holding Pattern

VENNA
VIH 9

2700

VIH

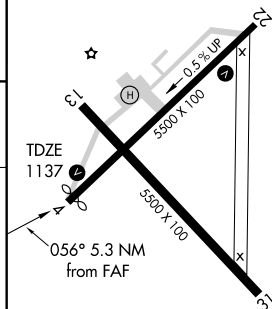
$$\frac{2700}{0.56^\circ} \leftarrow 236^\circ$$
 $2.77^\circ \triangleq$

→ 1 NM

→

CATEGORY	A	B	C	D
S-4	1480-1 343 (400-1)			
CIRCLING	1560-1 412 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1700-2 552 (600-2)

ELEV 1148



HIRL Rwy 4-22 **L** ★
MIRL Rwy 13-31 **L**

VOR/DME VIH 117.7 Chan 124	APP CRS 241°	Rwy Idg TDZE Apt Elev 5500 1122 1148
--	------------------------	--

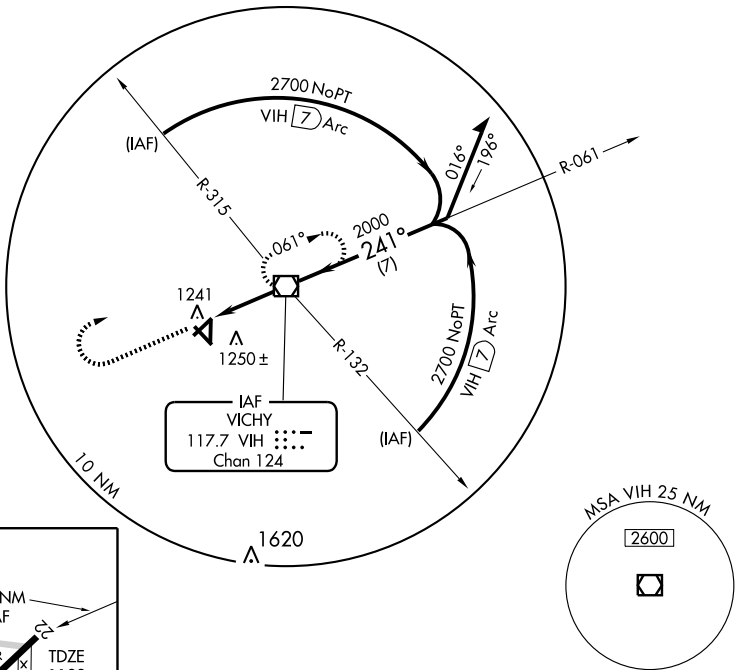
VOR RWY 22
ROLLA NATIONAL (VIH)

MISSED APPROACH: Climb to 2700 then right turn direct
VIH VOR/DME and hold.

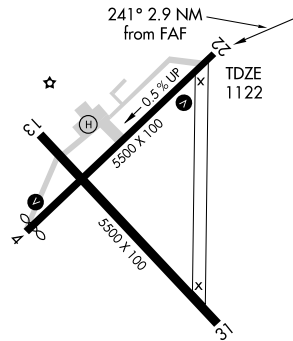
ASOS
119.025

KANSAS CITY CENTER
128.35 284.67

UNICOM
123.0 (CTAF) 0



ELEV 1148



HIRL Rwy 4-22 0★
MIRL Rwy 13-31 0

FAF to MAP 2.9 NM

Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

<div><div>2700</div><div>VIH 117.7</div><div>VIH 1.7</div><div>VIH 2.9</div><div>1.2 NM</div><div>1.7 NM</div><div>VOR/DME</div><div>061°</div><div>241°</div><div>2700</div><div>2000</div><div>2.76°</div><div>TCH 45</div><div>Remain within 10 NM</div><div>VGSI and descent angles not coincident.</div></div>				
CATEGORY	A	B	C	D
S-22	1500-¾ 378 (400-¾)			1500-1¼ 378 (400-1¼)
CIRCLING	1560-1 412 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1700-2 552 (600-2)

APP CRS
166°

Rwy Idg
TDZE
Apt Elev

2998
1241
1241

RNAV (GPS) RWY 17

SALEM MEMORIAL (K33)

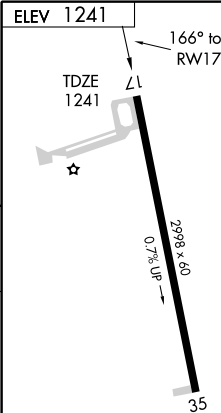
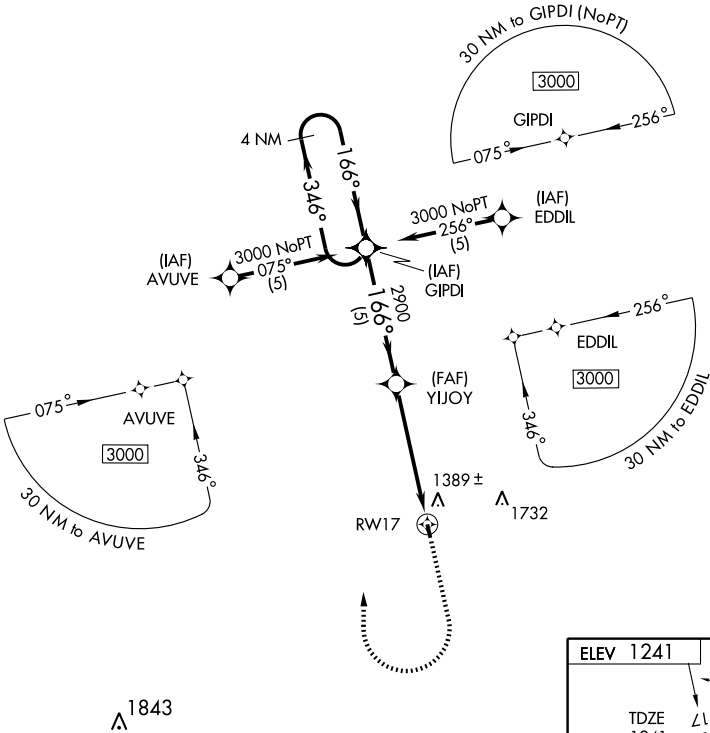
▲ NA

Use Rolla National altimeter setting.
GPS or RNP -0.3 required. DME/DME RNP-0.3 NA.

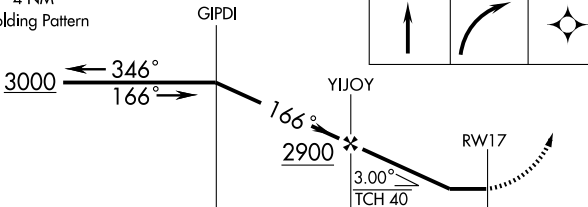
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct GIPDI WP and hold.

KANSAS CITY CENTER
128.35 284.67

CTAF
122.9



4 NM
Holding Pattern



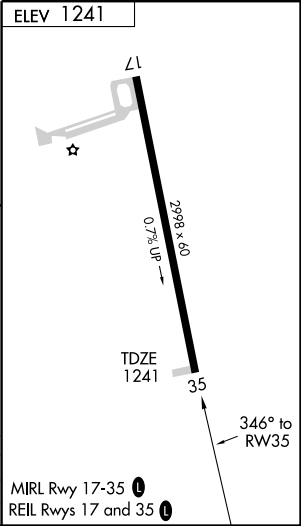
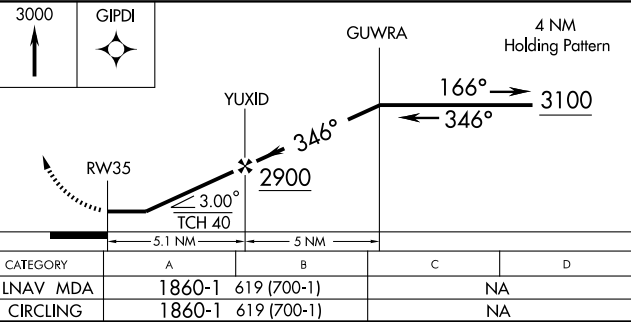
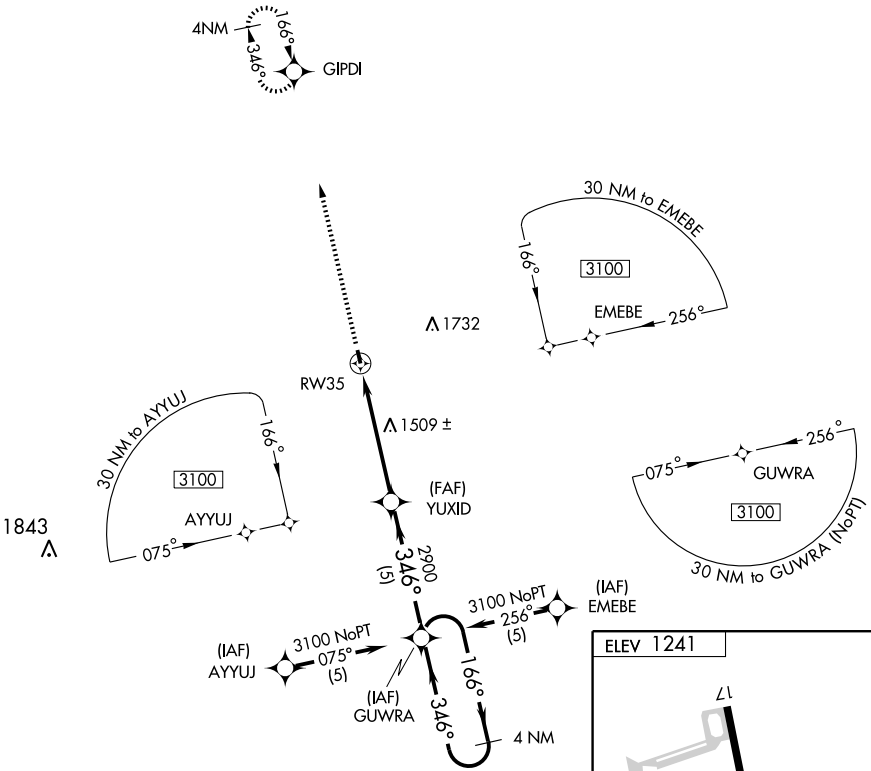
CATEGORY	A	B	C	D
LNAV MDA	1740-1	499 (500-1)	NA	NA
CIRCLING	1840-1	599 (600-1)	NA	NA

MIRL Rwy 17-35
REIL Rwy 17 and 35

APP CRS	Rwy Idg	2998
346°	TDZE	1241
	Apt Elev	1241

RNAV (GPS) RWY 35
SALEM MEMORIAL (K33)

▲ NA	Use Rolla National altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000 direct GIPDI and hold.
KANSAS CITY CENTER 128.35 284.67		CTAF 122.9 0



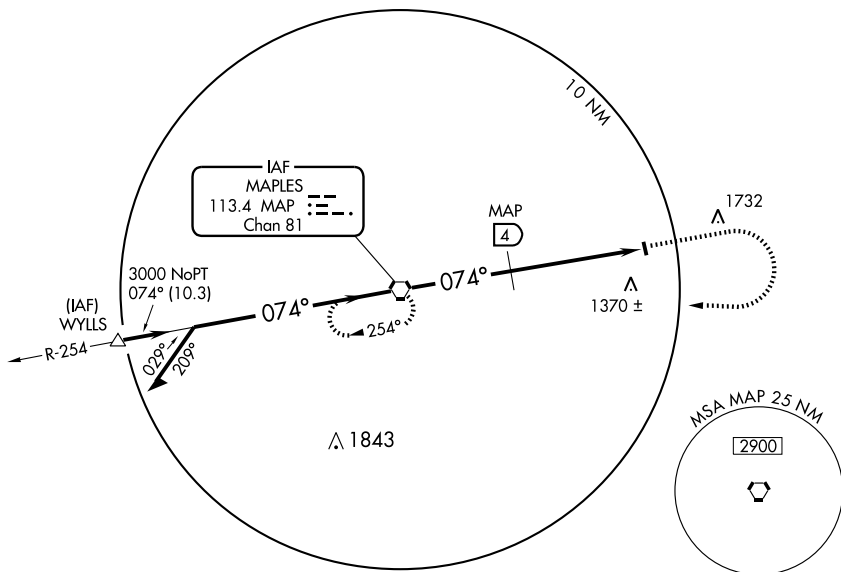
VORTAC MAP 113.4 Chn 81	APP CRS 074°	Rwy Idg TDZE Apt Elev	N/A N/A 1241
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VOR-A
SALEM MEMORIAL (K33)

A NA Use Rolla National altimeter setting.

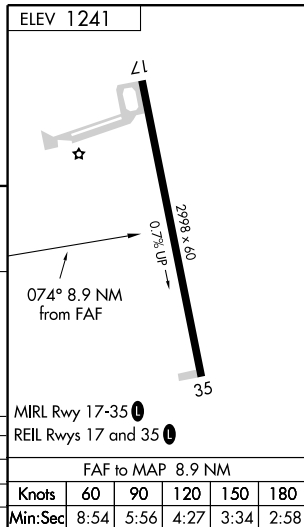
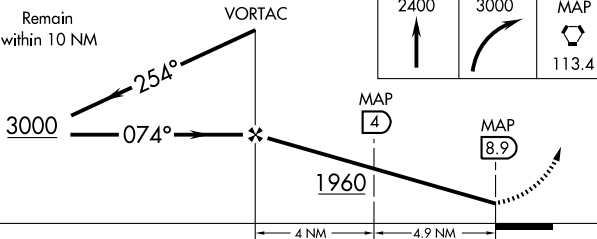
MISSED APPROACH: Climb to 2400 then climbing right turn to 3000 direct MAP VORTAC and hold.

KANSAS CITY CENTER
128.35 284.67

CTAF
122.9 L

NC-3 17 DEC 2009 to 14 JAN 2010

Remain
within 10 NM



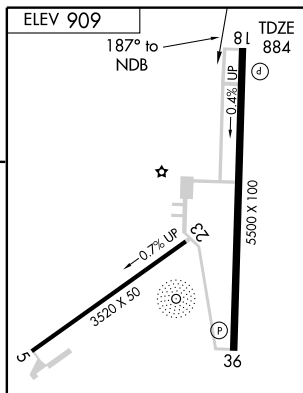
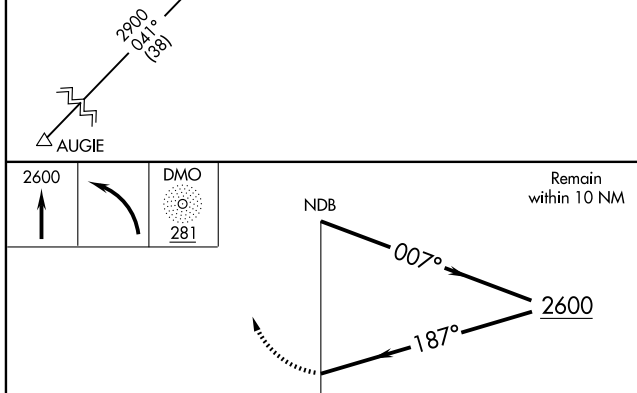
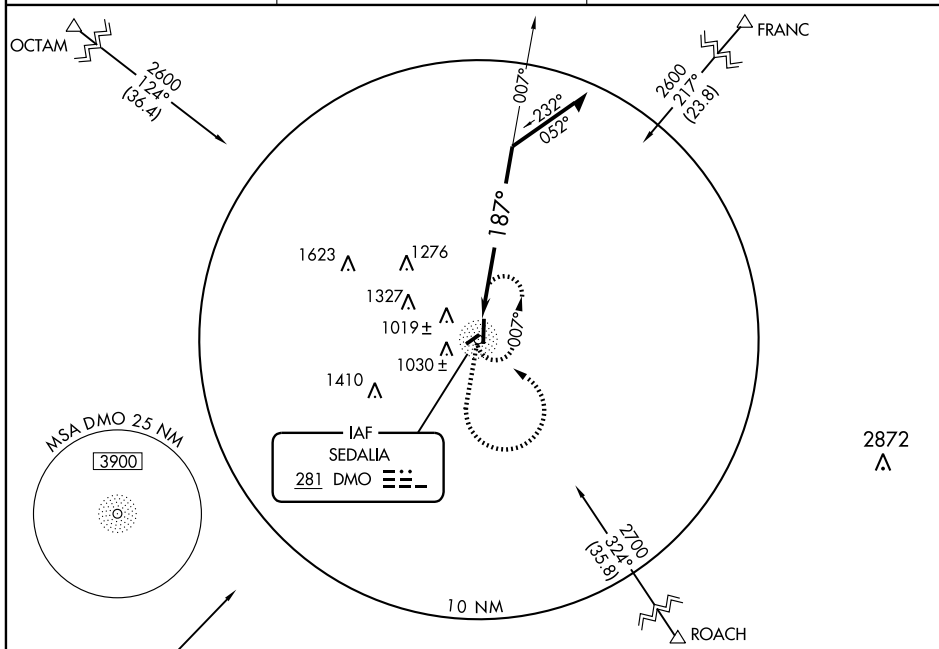
NDB DMO	APP CRS	Rwy Idg	5500
<u>281</u>	187°	TDZE	884
		Apt Elev	909

NDB RWY 18

SEDALIA MEMORIAL (DMO)

NA	MISSED APPROACH: Climb to 2600 then left turn direct DMO NDB and hold.
----	--

ASOS 120.525	WHITEMAN APP CON ★ 127.45 284.0	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-18	1380-1 496 (500-1)		1380-1¼ 496 (500-1¼)	1380-1½ 496 (500-1½)
CIRCLING	1380-1 471 (500-1)		1480-1½ 571 (600-1½)	1480-2 571 (600-2)

REIL Rwy 18 and 36
MIRL Rwy 18-36

NDB DMO	APP CRS	Rwy Idg	5500
<u>281</u>	343°	TDZE	902
		Apt Elev	909

NDB RWY 36

SEDALIA MEMORIAL (DMO)



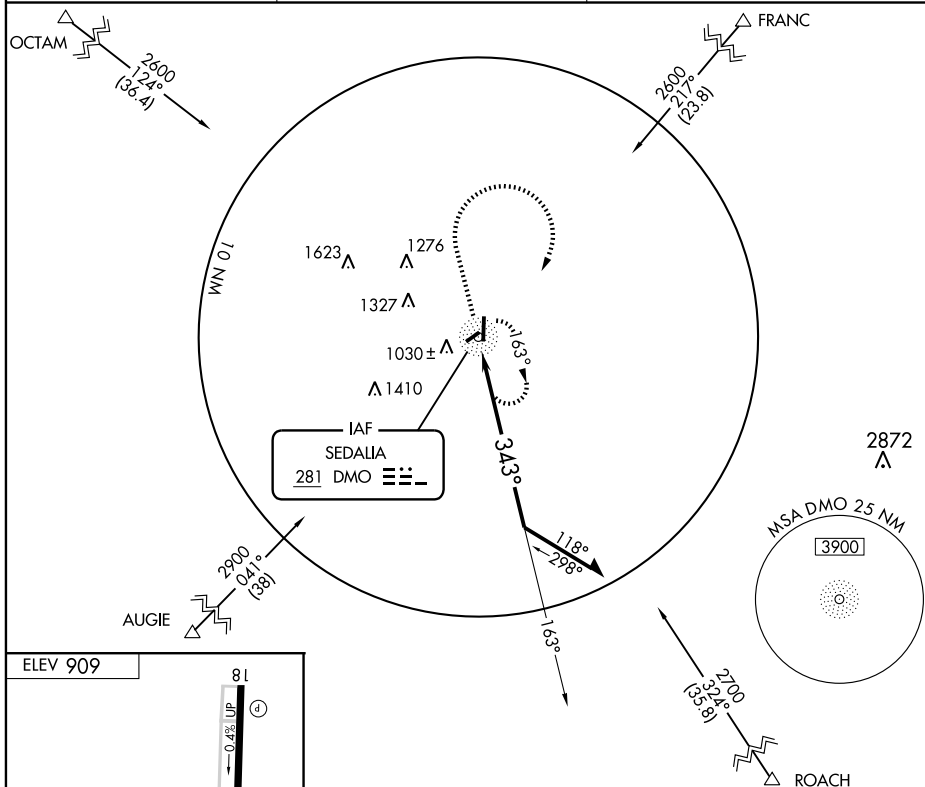
NA

MISSED APPROACH: Climb to 1900 then climbing right turn to 2600 direct DMO NDB and hold.

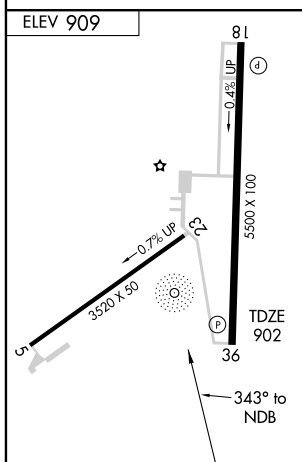
ASOS
120.525

WHITEMAN APP CON ★
127.45 284.0

UNICOM
122.8 (CTAF) 0



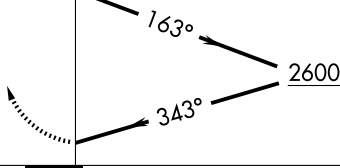
ELEV 909



1900	2600	DMO
↑	↶	○
		281

NDB

Remain
within 10 NM



CATEGORY	A	B	C	D
S-36	1480-1	571 (600-1)	1480-1½ 571 (600-1½)	1480-1¾ 571 (600-1¾)
CIRCLING	1480-1	571 (600-1)	1480-1½ 571 (600-1½)	1480-2 571 (600-2)

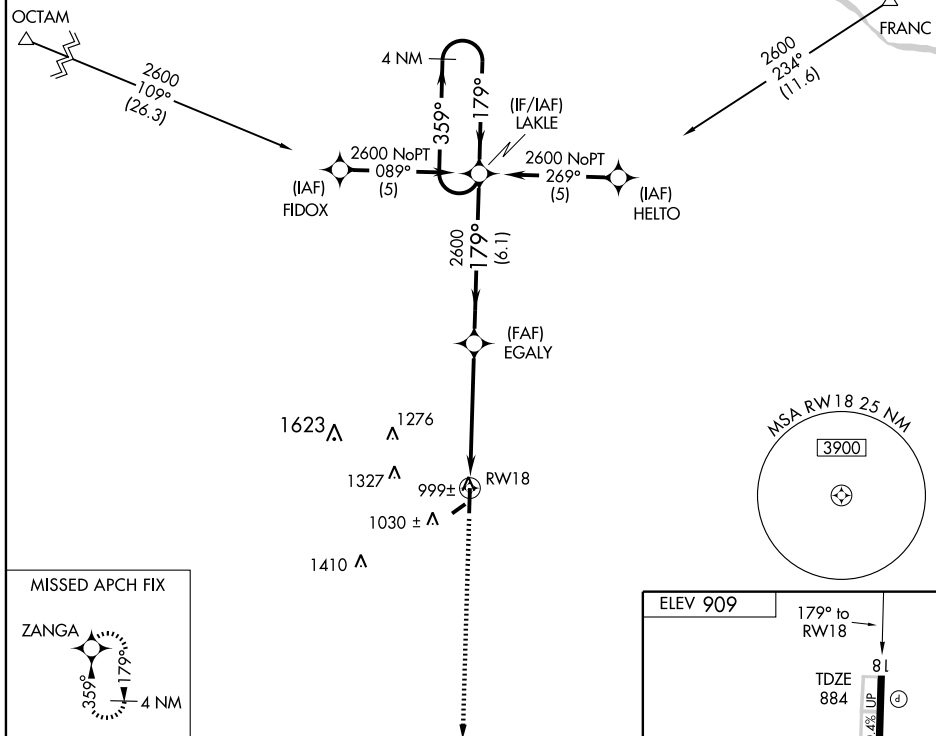
RNAV (GPS) RWY 18

SEDALIA MEMORIAL (DMO)

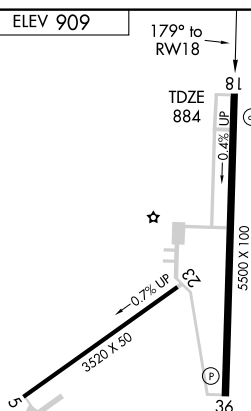
APP CRS
179°Rwy Idg
TDZE
Apt Elev
5500
884
909

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct ZANGA and hold.

ASOS
120.525WHITEMAN APP CON ★
127.45 284.0UNICOM
122.8 (CTAF) 0

4 NM Holding Pattern				
<div> <div>2600</div> <div>359°</div> <div>179°</div> <div>2600</div> <div>179°</div> <div>359°</div> </div>				
<div> <div>LAKLE</div> <div>EGALY</div> <div>RW18</div> <div>1 NM to RW18</div> <div>3.05°</div> <div>TCH 40</div> </div>				
<div> <div>6.1 NM</div> <div>4.2 NM</div> <div>1 NM</div> </div>				
CATEGORY	A	B	C	D
LNAV MDA	1260-1 376 (400-1)			1260-1½ 376 (400-1½)
CIRCLING	1380-1 461 (500-1)	1480-1½ 571 (600-1½)		1480-2 571 (600-2)



REIL Rwy 18 and 36 0

MIRL Rwy 18-36 0

▼

DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F)

MISSED APPROACH: Climb to 2600 direct LAKLE and hold.

ASOS
120.525

WHITEMAN APP CON ★
127.45 284.0

UNICOM
122.8 (CTAF) 0

MISSED APCH FIX

4 NM

179°

359°

LAKLE

1623 A

A 1276

A 1327

1030 ± A

RW36

1410 A

1019 ±

(FAF) OLOVE

2600

359° (6.1)

2600 NoPT 089° (5)

(IAF) CARNI

2600 NoPT 269° (5)

(IAF) TIPSE

(IF/IAF) ZANGA

359°

179°

4 NM

2700

318° (23.9)

ROACH

A 2872

2600 to ZANGA 203° (33.4)

FRANC

MSA RW36 2.5 NM

3900

ELEV 909

81

0.4% UP

5500 X 100

0.7% UP

3520 X 50

36

TDZE 902

359° to RW36

4 NM Holding Pattern		ZANGA	OLOVE	2600	LAKLE
2600		179°	359°	359°	2600
GS 3.00° TCH 45		6.1 NM	5.1 NM	RW36	
CATEGORY	A	B	C	D	
LPV DA	1170-1 268 (300-1)				
LNAV/VNAV DA	1280-1¼ 378 (400-1¼)				
LNAV MDA	1280-1 378 (400-1)			1280-1¼ 378 (400-1¼)	
CIRCLING	1380-1¼ 461 (500-1¼)		1480-1½ 571 (600-1½)		1480-2 571 (600-2)

REIL Rwy 18 and 36 0

MIRL Rwy 18-36 0

NC-3, 17 DEC 2009 to 14 JAN 2010

WAAS CH 86801 W02A	APP CRS 023°	Rwy Idg TDZE Apt Elev	5502 315 315
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RNAV (GPS) RWY 2

SIKESTON MEMORIAL MUNI (SIK)

NA

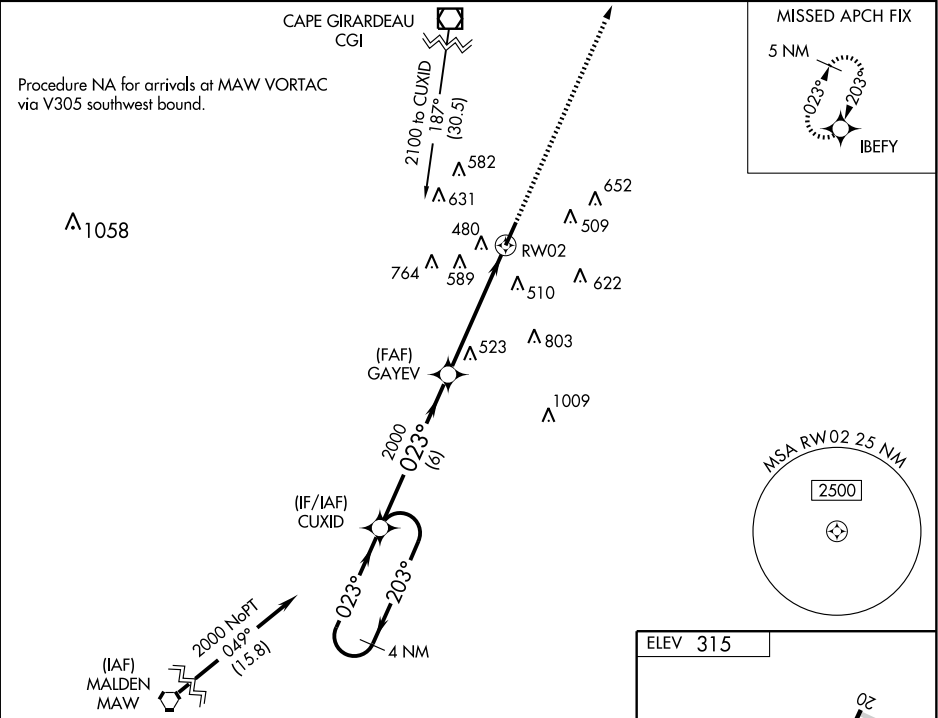
DME/DME RNP-0.3 NA.

If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs/MDAs 60 feet.

Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2100 direct IBEFY and hold.

AWOS 119.175	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern

CUXID

GAYEV

2100

IBEFY

VGSI and RNAV glidepath not coincident.

RW02

2000

203°

023°

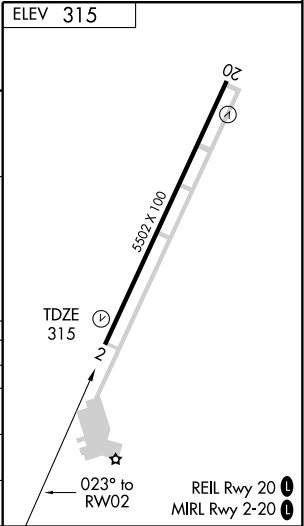
2000

GS 3.00° TCH 45

6 NM

5.1 NM

CATEGORY	A	B	C	D
LPV DA	565-1	250 (300-1)		NA
RNAV/VNAV DA	NA			
RNAV MDA	840-1	525 (600-1)	840-1½ 525 (600-1½)	NA
CIRCLING	840-1	525 (600-1)	860-1½ 545 (600-1½)	NA



APP CRS	Rwy Idg	5502
203°	TDZE	315
	Apt Elev	315

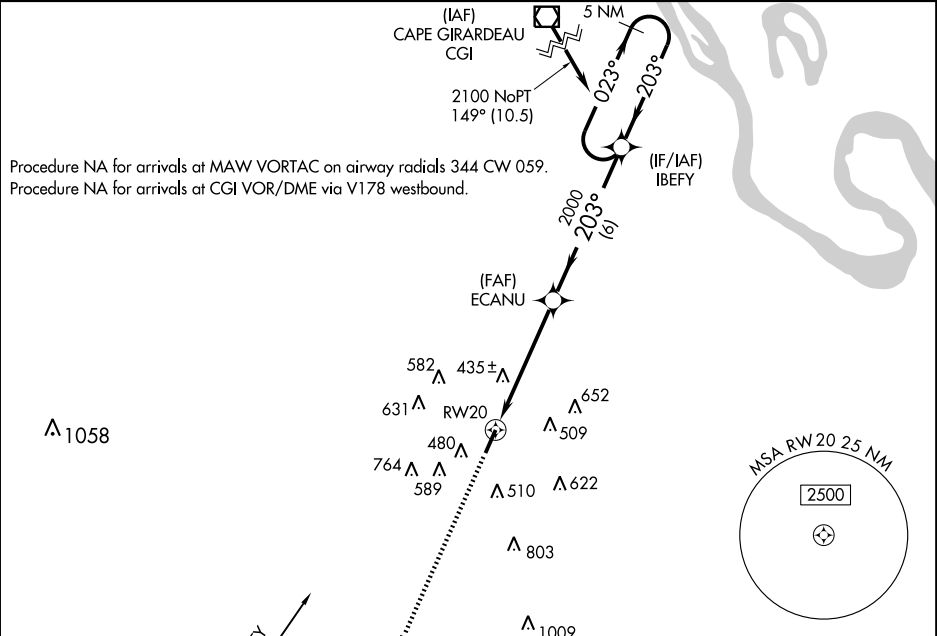
RNAV (GPS) RWY 20

SIKESTON MEMORIAL MUNI (STK)

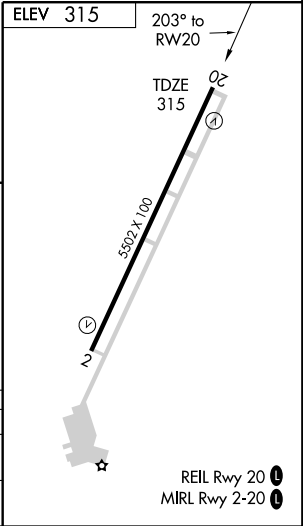
NA DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2000 direct CUXID and hold.

AWOS 119.175	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 1
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2000	CUXID	VGSI and descent angles not coincident.	IBEFY	5 NM Holding Pattern
1.1 NM to RW20	3.04° TCH 45	ECANU	203°	2100
1.1	4 NM	6 NM		
CATEGORY	A	B	C	D
LNAV MDA	700-1	385 (400-1)		NA
CIRCLING	840-1	525 (600-1)	860-1½ 545 (600-1½)	NA

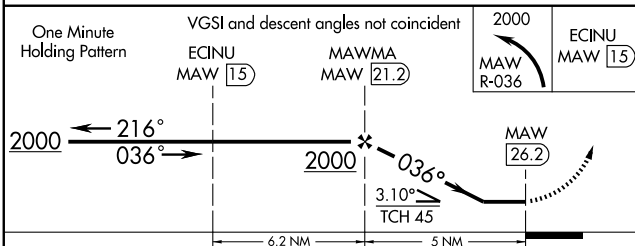
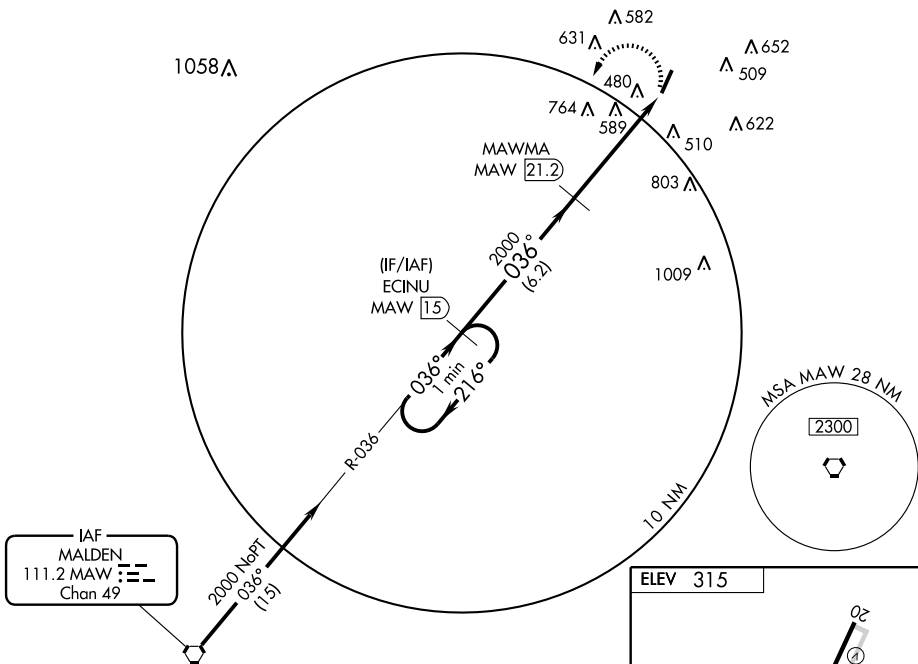


MISSED APPROACH: Climbing left turn to 2000
via MAW R-036 to ECINU/15 DME and hold.

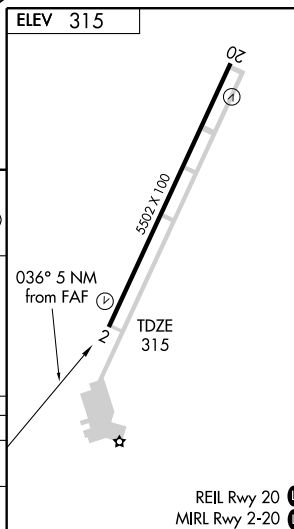
T If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all MDAs 60 feet.
NA Visibility reduction by helicopters NA.

AWOS 119.175	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals on MAW VORTAC airway radials 344 CW 059.



CATEGORY	A	B	C	D
S-2	1020-1 705 (800-1)	1020-1¼ 705 (800-1¼)	1020-2 705 (800-2)	NA
CIRCLING	1020-1 705 (800-1)	1020-1¼ 705 (800-1¼)	1020-2 705 (800-2)	NA



VOR/DME CGI	APP CRS	Rwy Idg	5502
112.9	177°	TDZE	315
Chan 76		Apt Elev	315

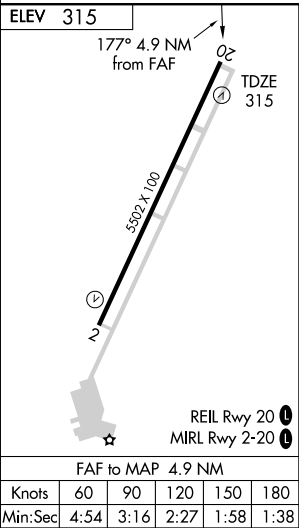
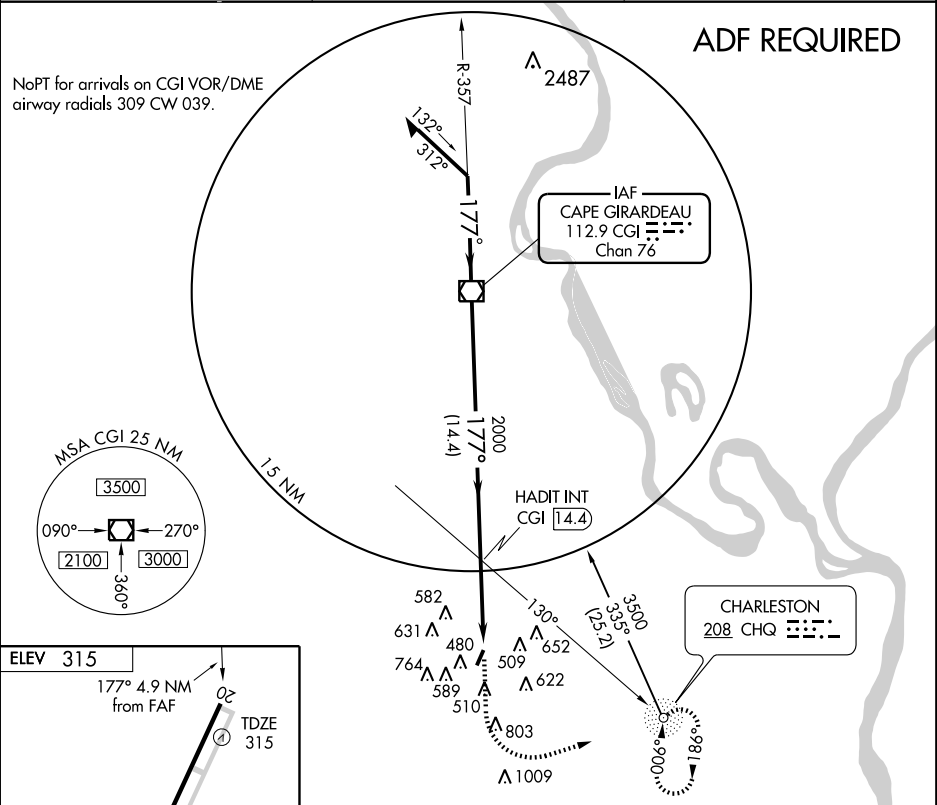
VOR RWY 20
SIKESTON MEMORIAL MUNI (SIK)

NA

Use Cape Girardeau altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 direct CHQ NDB and hold.

AWOS 119.175	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
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Remain within 10 NM		VOR/DME		1500	3500	CHQ 208
3500		177°	3500	177°	2000	3.16° TCH 40
VGSI and descent angles not coincident.		HADIT INT CGI 14.4		14.4 NM		
				4.9 NM		
CATEGORY	A	B	C	D		
S-20	800-1	485 (500-1)	800-1¼ 485 (500-1¼)	800-1½ 485 (500-1½)		
CIRCLING	880-1	565 (600-1)	920-1¾ 605 (700-1¾)	920-2 605 (700-2)		

AIRPORT DIAGRAM

AL-604 (FAA)

SPRINGFIELD-BRANSON NATIONAL (SGF)

SPRINGFIELD, MISSOURI

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ATIS

135.125

SPRINGFIELD TOWER

119.9 257.8

GND CON

121.9 397.85

CLNC DEL

123.675



AIRCRAFT
ISOLATION
AREA

RWY 2-20

S135, D170, ST175, DT300

RWY 14-32

S135, D170, ST175, DT300

SRE
MAINTAIR
CARGOMISSOURI
ANGFUEL
FARMGENERAL
AVIATION
TERMINALSTORAGE
HANGARSOLD
TERMINALFIELD
ELEV
1268AIRCRAFT
ISOLATION
AREAELEV
1260ELEV
1262

37° 15'N

VAR 2.3° E

8000 X 150

7003 X 150

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

LAHSO

LAHSO

CONTROL
TOWER
1361FIRE
STATIONILS
HOLD

1404

37° 14'N

93° 24'W

93° 23'W

NC-3, 17 DEC 2009 to 14 JAN 2010

VORTAC 116.9 Chan 116	APCH CRS 196°	Rwy Idg TDZE 1262 Arpt Elev 1268
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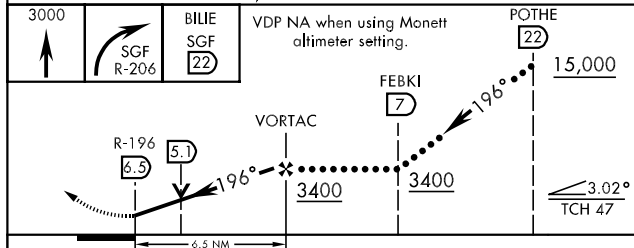
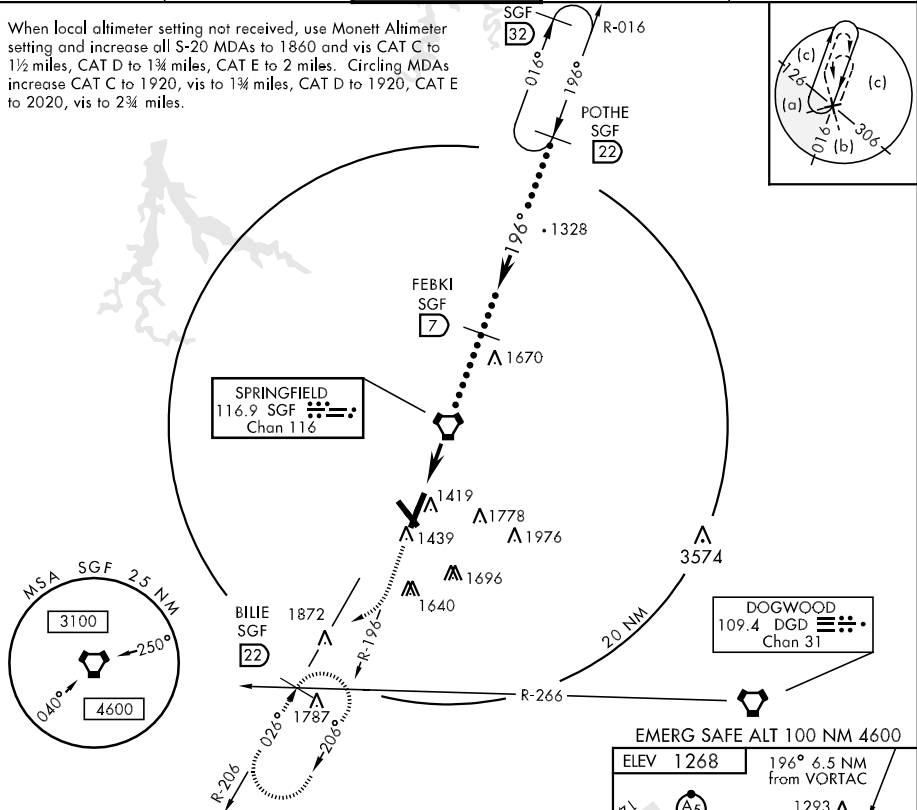
JAL-604 [USAF]

SPRINGFIELD-BRANSON NATIONAL (KSGF)

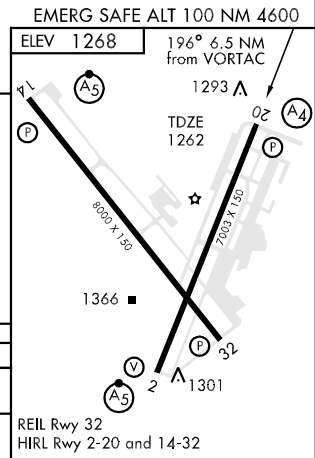
		MISSED APPROACH: Climb to 3000 then right turn via SGF VORTAC R-206 to BLUE INT/SGF 22 DME and hold.	
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ATIS 135.125	SPRINGFIELD APP CON 121.1 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 397.85	CLNC DEL 123.675
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* When local altimeter setting not received, use Monett Altimeter setting and increase all S-20 MDAs to 1860 and vis CAT C to 1½ miles, CAT D to 1¾ miles, CAT E to 2 miles. Circling MDAs increase CAT C to 1920, vis to 1¾ miles, CAT D to 1920, CAT E to 2020, vis to 2¾ miles.



CATEGORY	C	D	E
S-20 *	1760-1¼ 498 (500-1¼)	1760-1½ 498 (500-1½)	1760-1¾ 498 (500-1¾)
CIRCLING *	1820-1½ 552 (600-1½)	1820-2 552 (600-2)	1920-2¼ 652 (700-2¼)



ILS or LOC RWY 2

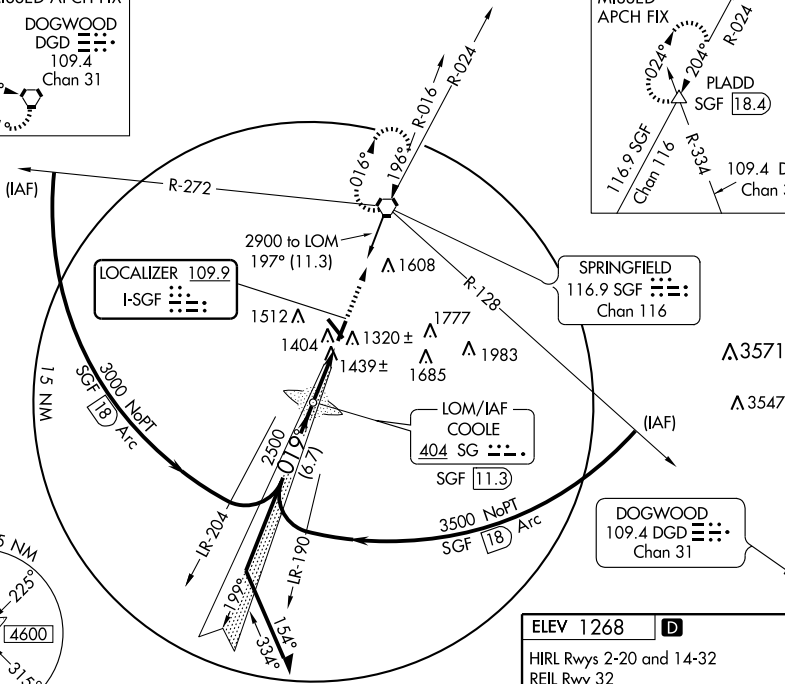
SPRINGFIELD-BRANSON NATIONAL (SGF)

MALSR

MISSED APPROACH: Climb to 2900 direct SGF VORTAC and hold. (TACAN aircraft continue via R-024 to PLADD Int and hold N, right turn 204° inbound).

CLNC DEL
123.675

DOGWOOD
DGD $\equiv \div \cdot$
109.4
Chan 31



NC-3, 17 DEC 2009 to 14 JAN 2010

Remain
within 1.5 NM

LOM
SGF 11.3

2900

SGF

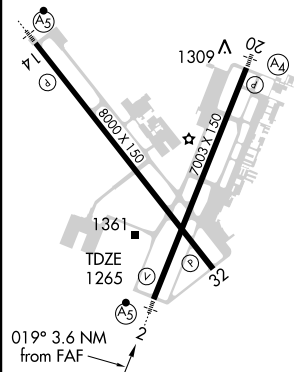
 116.9

2900 \leq

GS 3.00°

SGF
7.7

ELEV 1268	D
HIRL Rwys 2-20 and 14-32	
REIL Rwy 32	




FAF to MAP 3.6 NM

CATEGORY	A	B	C	D	E
S-ILS 2	* 1465/24 200 (200-½)				
S-LOC 2	1700/40 435 (500-¾)			1700/50 435 (500-1)	
CIRCLING	1740-1 472 (500-1)	1820-1½ 552 (600-1½)	1820-2 552 (600-2)	1920-2¼ 652 (700-2¼)	

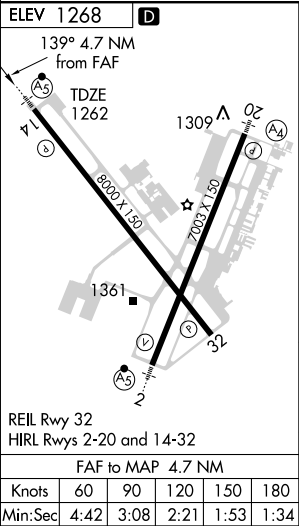
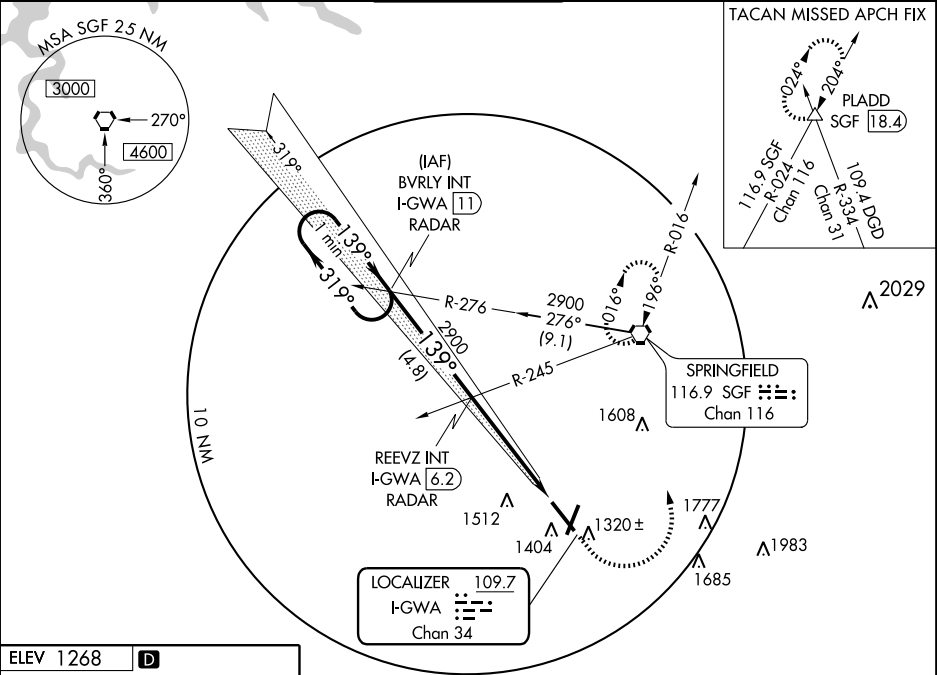
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

LOC/DME I-GWA	APP CRS	Rwy Idg	8000
109.7	139°	TDZE	1262
Chan 34		Apt Elev	1268





ILS or LOC RWY 14
SPRINGFIELD-BRANSON NATIONAL (SGF)

	MALSR 	MISSED APPROACH: Climb to 1800 then climbing left turn to 2900 direct SGF VORTAC and hold. (TACAN aircraft continue via R-024 to PLADD INT and hold N, right turns, 204° inbound).
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ATIS 135.125	SPRINGFIELD APP CON 121.1 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 397.85	CLNC DEL 123.675
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DME or RADAR REQUIRED

	One Minute Holding Pattern	BVRLY INT I-GWA 11 RADAR	REEVZ INT I-GWA 6.2 RADAR	1800 	2900 	SGF 116.9 
		2900 GS 3.00° TCH 56	2900	2900	139°	I-GWA 1.5 
		4.8 NM	4.7 NM			
CATEGORY	A	B	C	D		
S-ILS 14	1462-½ 200 (200-½)					
S-LOC 14	1620-½ 358 (400-½)					1620-¾ 358 (400-¾)
CIRCLING	1760-1 492 (500-1)		1820-1½ 552 (600-1½)		1820-2 552 (600-2)	

WAAS CH 86214 W02A	APP CRS 019°	Rwy Idg 6893 TDZE 1265 Apt Elev 1268
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RNAV (GPS) RWY 2

SPRINGFIELD-BRANSON NATIONAL (SGF)

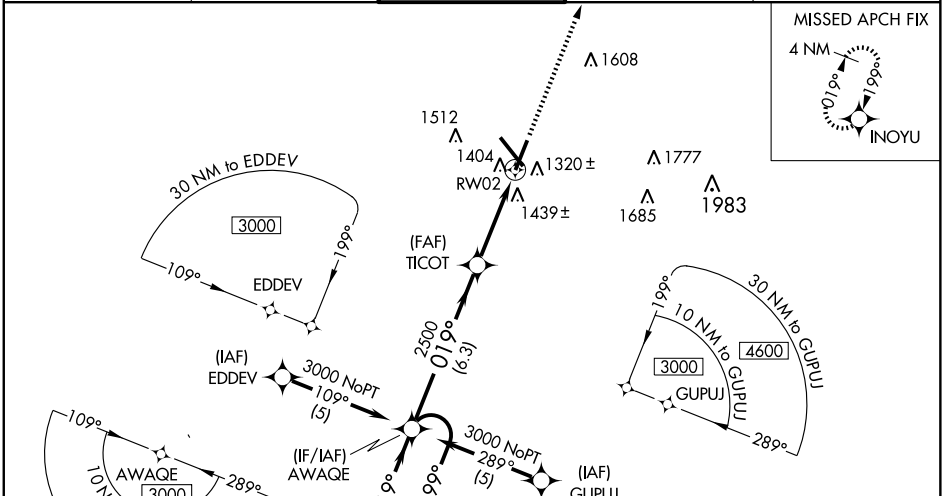
▼ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F).
 Baro-VNAV and VDP NA when using Monett altimeter setting.
 For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000.
 When local altimeter setting not received, use Monett altimeter setting and increase all DAs 90 feet and all MDAs 100 feet, increase LPV visibility all Cats to RVR 5000, LNAV/VNAV visibility all Cats to 1½ miles, LNAV visibility Cat C to RVR 5000 and Cat D to RVR 6000, and increase visibility Circling Cat C to 1¾ miles, and Cat D to 2 miles.
 For inoperative MALSR, when using Monett altimeter setting, increase LPV visibility all Cats to 1½, LNAV Cat A and B visibility to RVR 5000.

MALSR

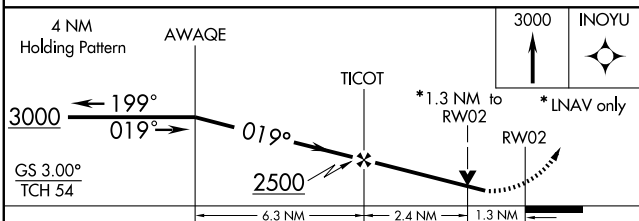


MISSED APPROACH: Climb to 3000 direct INOYU and hold.

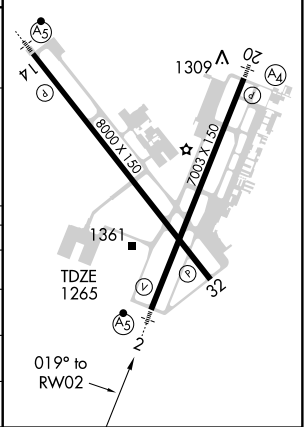
ATIS 135.125	SPRINGFIELD APP CON 121.1 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 397.85	CLNC DEL 123.675
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ELEV 1268	D
REIL Rwy 32	
HIRL Rwys 2-20 and 14-32	



CATEGORY	A	B	C	D
LPV DA	1590/40 325 (400-¾)			
LNAV/ VNAV DA	1754/60 489 (500-1¼)			
LNAV MDA	1720/40 455 (500-¾)			1720/50 455 (500-1)
CIRCLING	1760-1 492 (500-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)



APP CRS	Rwy Idg	8000
139°	TDZE	1262
	Apt Elev	1268

RNAV (GPS) RWY 14
SPRINGFIELD-BRANSON NATIONAL (SGF)

T Baro-VNAV NA below -17°C (2°F).
A NA DME/DME RNP- 0.3 NA.

MALSR

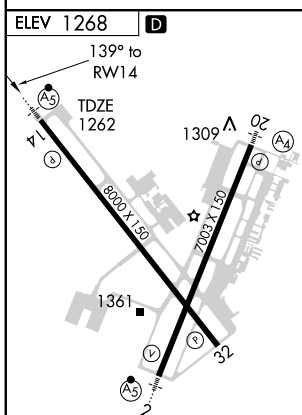
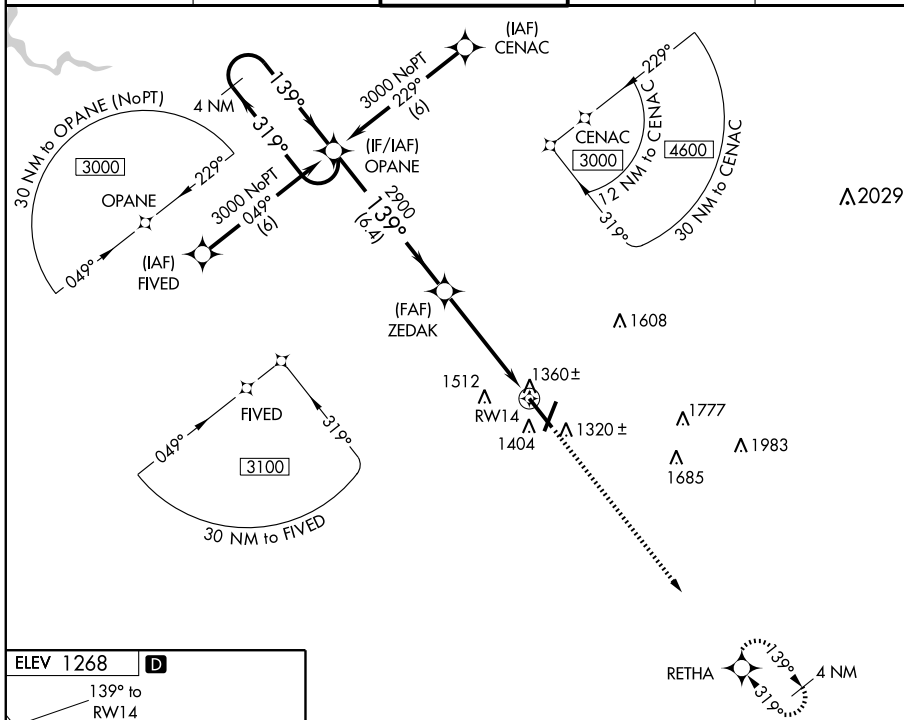
MISSED APPROACH: Climb to 3000 direct RETHA WP and hold.

ATIS
135.125

SPRINGFIELD APP CON
121.1 290.5

SPRINGFIELD TOWER
119.9 257.8

GND CON
121.9 397.85

CLNC DEL
123.675


REIL Rwy 32
HIRL Rwy 2-20 and 14-32

[illegible]

WAAS CH 65613 W20A	APP CRS 199°	Rwy Idg TDZE Apt Elev	7003 1262 1268
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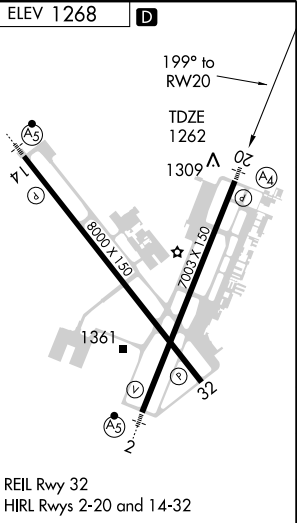
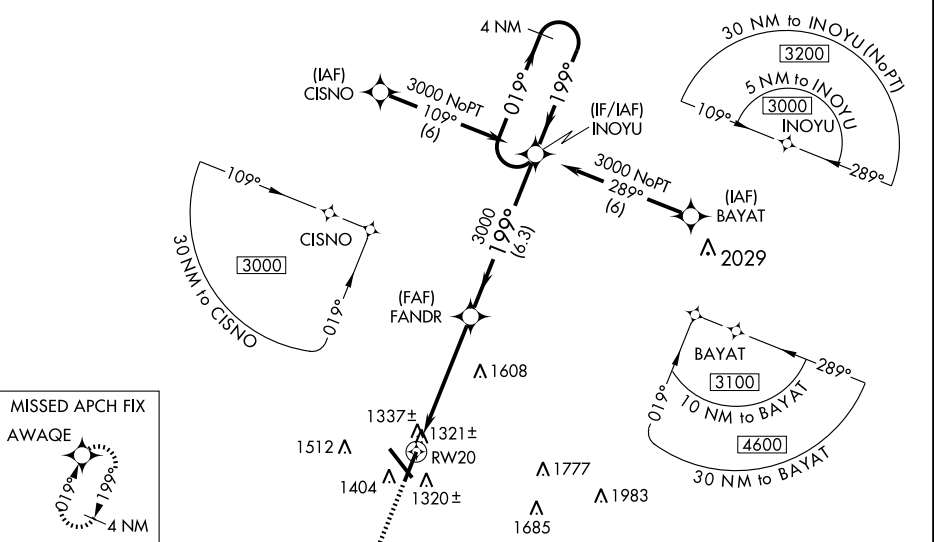
RNAV (GPS) RWY 20
SPRINGFIELD-BRANSON NATIONAL (SGF)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
Baro-VNAV and VDP NA when using Monett altimeter setting.
Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C.
When local altimeter setting not received, use Monett altimeter setting and increase all DAs 90 feet and increase all MDAs 100 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV all Cats ¼ mile, increase LNAV Cats C and D ¼ mile, increase Circling Cat C ¼ mile.

MALS


MISSED APPROACH: Climb to 3000 direct AWAKE and hold.

ATIS 135.125	SPRINGFIELD APP CON 121.1 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 397.85	CLNC DEL 123.675
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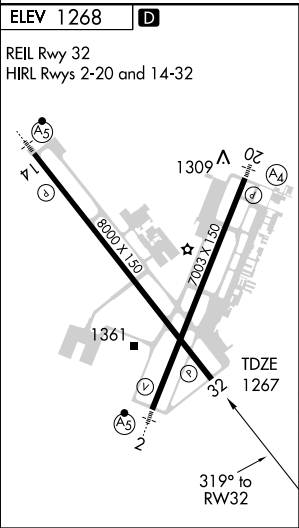
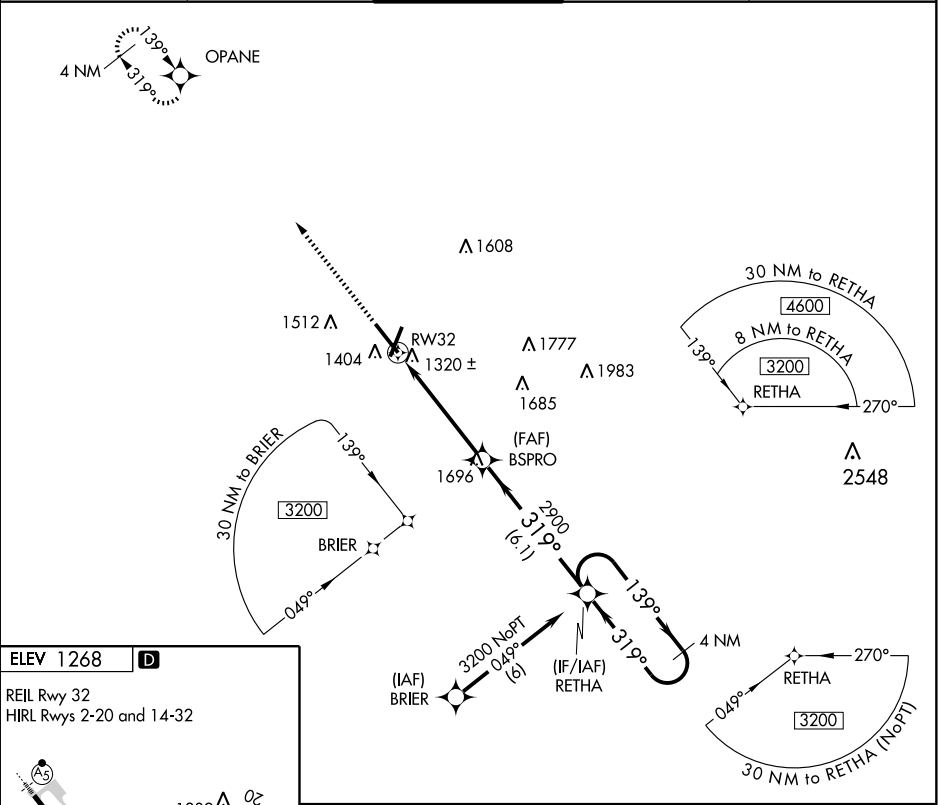


	AWAKE	FANDR	INOYU	4 NM Holding Pattern
	3000	3000	3000	3000
	1.5 NM	3.7 NM	6.3 NM	
CATEGORY	A	B	C	D
LPV DA	1531-1 269 (300-1)			
LNAV/VNAV DA	1656-1½ 394 (400-1½)			
LNAV MDA	1780-¾ 518 (600-¾)	1780-1½ 518 (600-1½)	1780-1¾ 518 (600-1¾)	
CIRCLING	1780-1 512 (600-1)	1820-1½ 552 (600-1½)	1820-2 552 (600-2)	

APP CRS	Rwy Idg	8000
319°	TDZE	1267
	Apt Elev	1268

RNAV (GPS) RWY 32
SPRINGFIELD-BRANSON NATIONAL (SGF)

V NA		DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climb to 3000 direct OPANE WP and hold.	
ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675



3000

↑

OPANE

✦

RETHA

4 NM Holding Pattern

BSPRO

319°

139°

3200

319°

≤ 3.04°

TCH 50

2900

RW32

4.9 NM

6.1 NM

VGSI and descent angles not coincident

CATEGORY	A	B	C	D
LNAV MDA	1740-1	473 (500-1)	1740-1¼ 473 (500-1¼)	1740-1½ 473 (500-1½)
CIRCLING	1760-1	492 (500-1)	1820-1½ 552 (600-1½)	1820-2 552 (600-2)

VORTAC SGF 116.9 Chan 116	APP CRS 016°	Rwy Idg TDZE Apt Elev	6893 1265 1268
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VOR/DME or TACAN RWY 2
SPRINGFIELD-BRANSON NATIONAL (SGF)

T For inoperative MALSR, increase S-2 Cat A and B visibility
A to RVR 5000 and Cat E to 1½.

MALSR

MISSED APPROACH: Climb to 3000 direct SGF VORTAC and hold (TACAN Aircraft continue via SGF R-204 to PLADD INT and hold, N, right turns, 204° inbound).

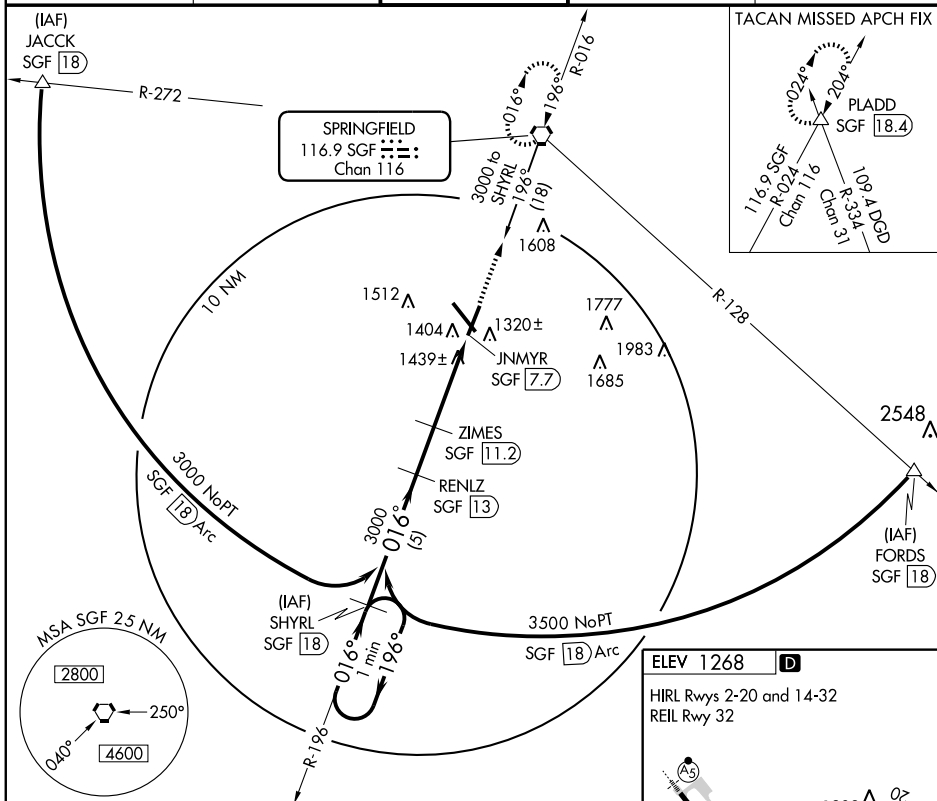
ATIS
135.125

SPRINGFIELD APP CON
121.1 290.5

SPRINGFIELD TOW
119.9 257.8

GND CON
121.9 397.85

CLNC DEL
123.675



One Minute Holding Pattern

SHYRL
SGF 18REN LZ
SGF 13

3000	SGF
	
	116.9

ZIMES
SGF 11.2

SGF 8.9 JNMYR
SGF 7.7

$$\begin{array}{r} 3000 \xleftarrow{196^\circ} \\ \hline 016^\circ \rightarrow \end{array}$$

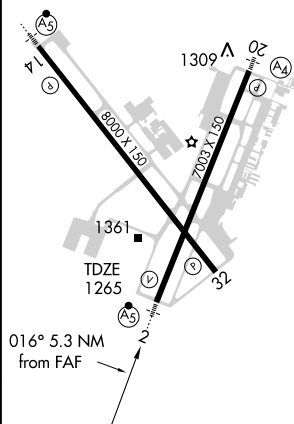
3000 ✕ 0.1%

3.02°
TCH 55

CATEGORY	A	B	C	D	E
S-2	1700/40 435 (500-¾)			1700/50 435 (500-1)	

CIRCLING	1760-1 492 (500-1)	1820-1½ 552 (600-1½)	1820-2 552 (600-2)	1920-2¼ 652 (700-2¼)
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ELEV 1268	D
HIRL Rwys 2-20 and 14-32	
REIL Rwy 32	



▼

▲

Inoperative table does not apply to Cat C.

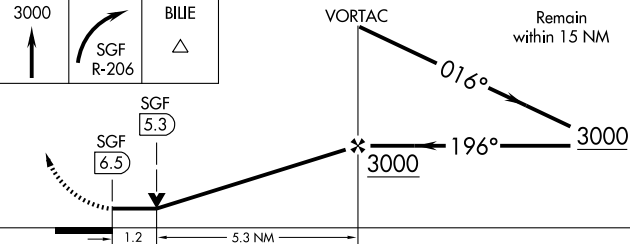
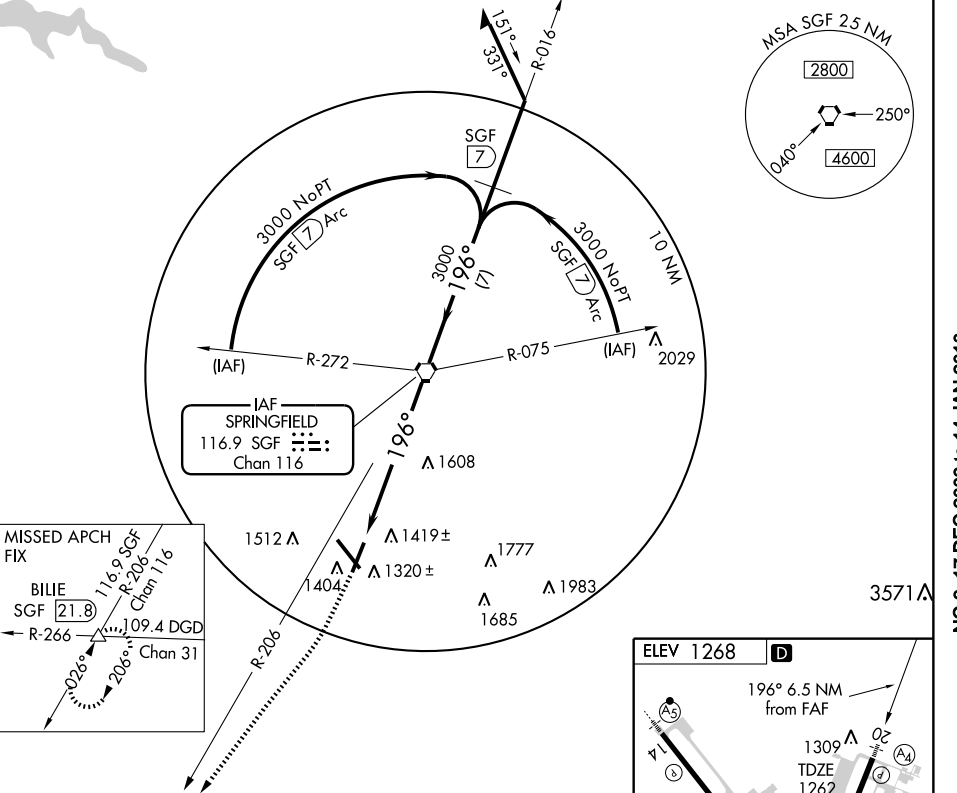
MALS

⊕

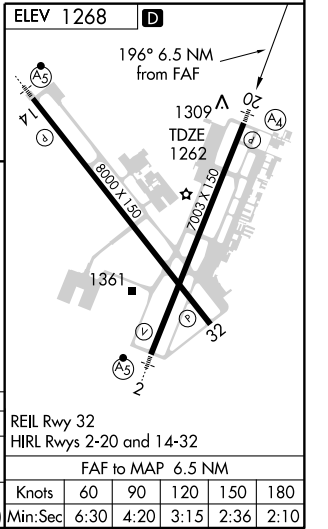
⊖

MISSED APPROACH: Climb to 3000 then right turn to intercept SGF R-206 to BLUE INT/SGF 21.8 DME and hold.

ATIS 135.125	SPRINGFIELD APP CON 121.1 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 397.85	CLNC DEL 123.675
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CATEGORY	A	B	C	D	E
S-20	1700-3/4 438 (500-3/4)		1700-1 1/4 438 (500-1 1/4)	1700-1 1/2 438 (500-1 1/2)	
CIRCLING	1760-1 492 (500-1)		1820-1 1/2 552 (600-1 1/2)	1820-2 552 (600-2)	1920-2 1/4 652 (700-2 1/4)



VORTAC STL <u>117.4</u> Chan 121	APP CRS 060°	Rwy Idg 3451 TDZE 442 Apt Elev 442
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VOR or GPS RWY 9
ST. CHARLES (3SQ)

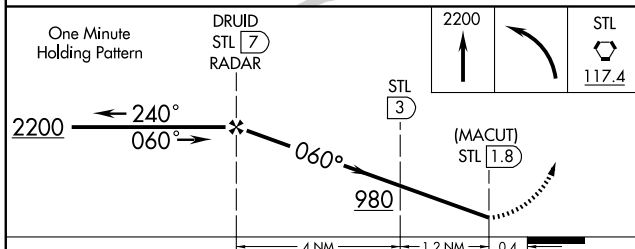
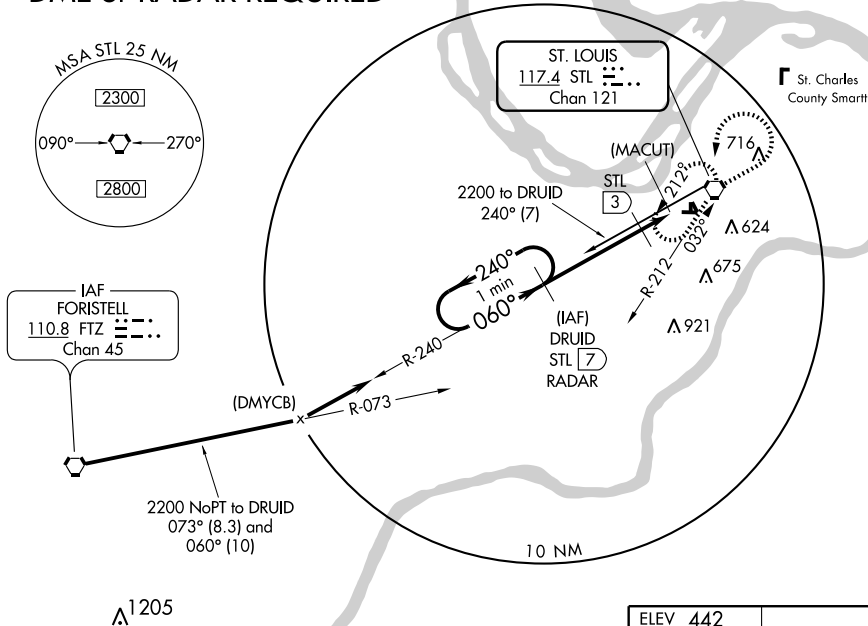
A NA Use Lambert-St. Louis Intl altimeter setting.

MISSED APPROACH: Climb to 2200 then left turn direct STL VORTAC and hold.

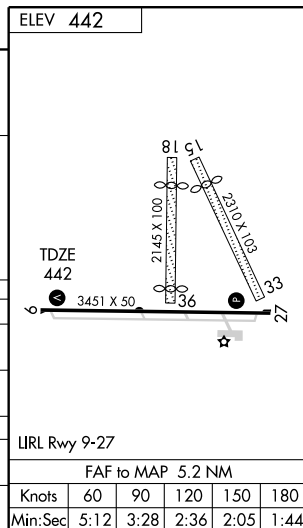
ST. LOUIS APP CON
124.2 353.9

CLNC DEL
120.15UNICOM
123.0 (CTAF) **L**

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-9	980-1	538 (600-1)	980-1½ 538 (600-1½)	NA
CIRCLING	980-1 538 (600-1)	1000-1 558 (600-1)	1000-1½ 558 (600-1½)	NA
DME MINIMUMS				
S-9	860-1	418 (500-1)	860-1¼ 418 (500-1¼)	NA
CIRCLING	900-1 458 (500-1)	1000-1 558 (600-1)	1000-1½ 558 (600-1½)	NA

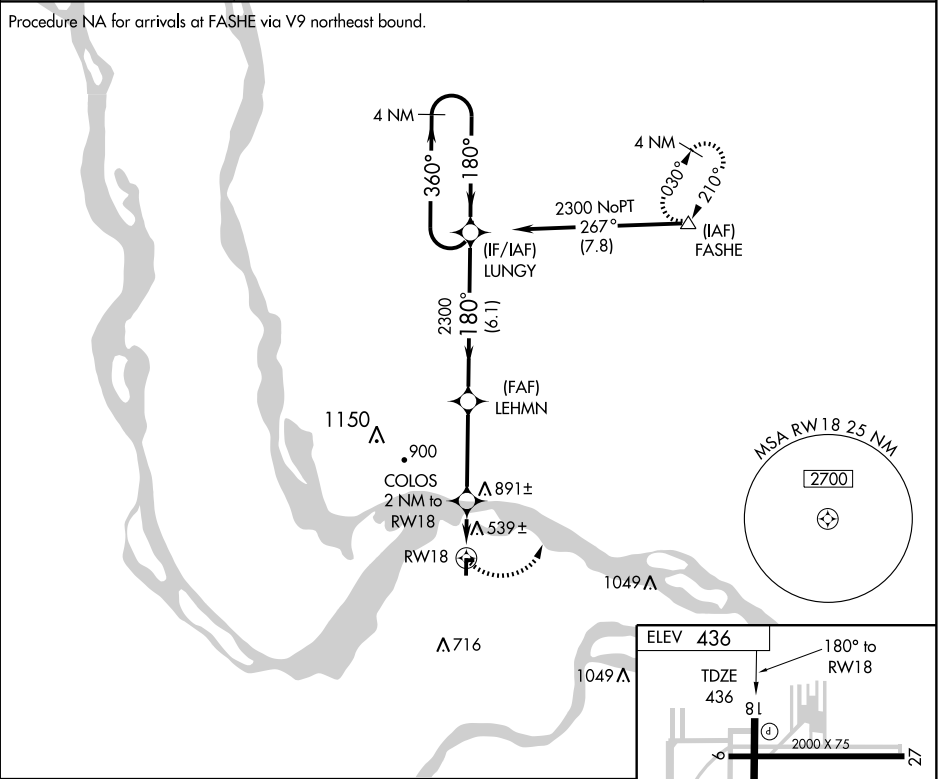


APP CRS	Rwy Idg	3800
180°	TDZE	436
	Apt Elev	436

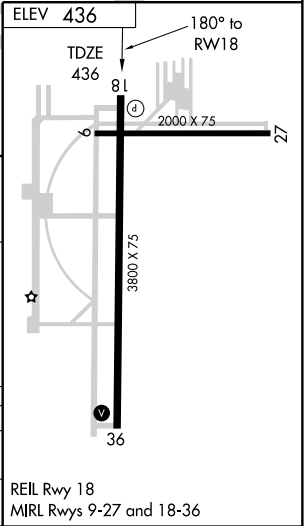
RNAV (GPS) RWY 18

ST. CHARLES COUNTY SMARTT (SET)

<div><div><div>▼</div><div>▲</div></div><div>DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet. VDP NA with Lambert-St Louis Intl altimeter setting.</div></div>		MISSED APPROACH: Climbing left turn to 2700 direct FASHE and hold.	
ASOS 118.075	ST. LOUIS APP CON 124.2 353.9	CLNC DEL 121.6	UNICOM 122.7 (CTAF) 0



4 NM Holding Pattern	LUNGY	LEHMAN	2700	FASHE
2300 ← 360° → 180° → 2300				
VGSI and descent angles not coincident.				
	6.1 NM	3.6 NM	0.9 NM	1.1 NM
CATEGORY	A	B	C	D
LNAV MDA	840-1	404 (500-1)	840-1¼ 404 (500-1¼)	NA
CIRCLING	840-1 404 (500-1)	900-1 464 (500-1)	900-1½ 464 (500-1½)	NA

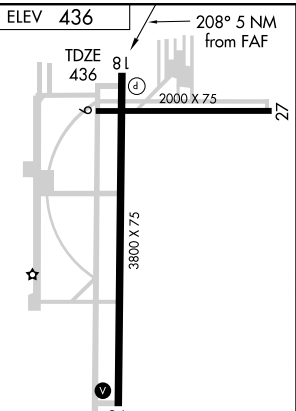
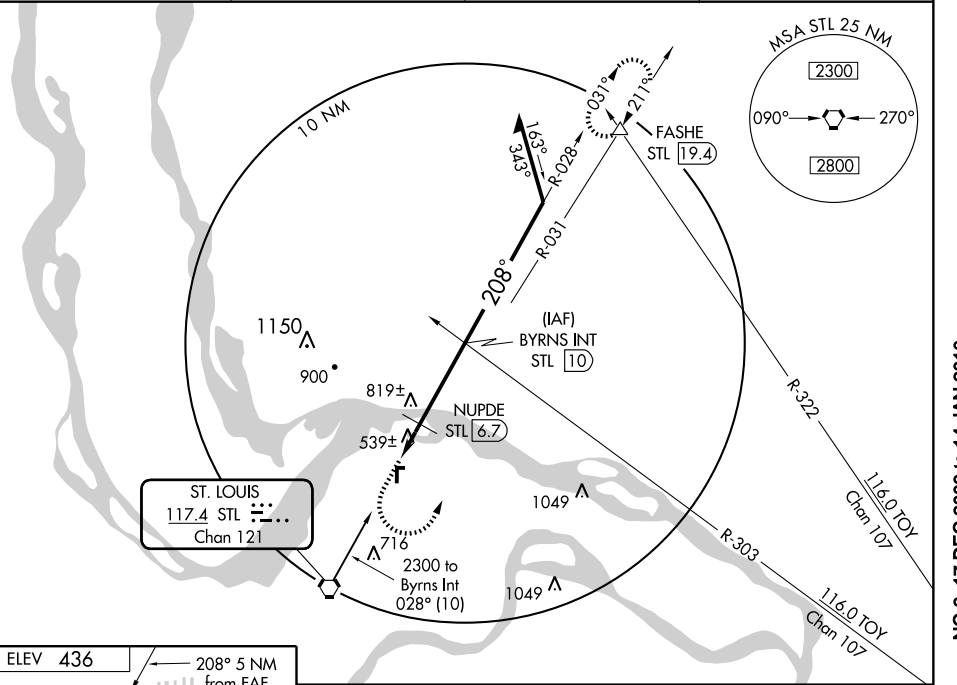


▼ If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet.

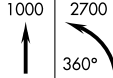
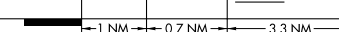
▲ Straight-in minimums NA with Lambert-St. Louis altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2700 via heading 360° and STL R-031 to FASHE INT/19.4 DME and hold.

ASOS 118.075	ST. LOUIS APP CON 124.2 353.9	CLNC DEL 121.6	UNICOM 122.7 (CTAF) 0
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REIL Rwy 18 - 36					
MIRL Rwy 9-27 and 18-36					
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

		STL R-031 117.4	FASHE △	BYRNS INT STL 10		Remain within 10 NM	
VGSI and descent angles not coincident				NUPDE STL 6.7	028°		
		STL 5	≤ 3.77° TCH 43	2300	208°	2300	
				1160*	*1220 when using Lambert-St. Louis Intl altimeter setting.		
CATEGORY	A		B		C	D	
S-18	1160-1 724 (800-1)		1160-2 724 (800-2)		NA		
CIRCLING	1160-1 724 (800-1)		1160-2 724 (800-2)		NA		
NUPDE FIX MINIMUMS							
S-18	800-1 364 (400-1)				NA		
CIRCLING	840-1 404 (500-1)	900-1 464 (500-1)	900-1½ 464 (500-1½)	NA			

AIRPORT DIAGRAM

AL-359 (FAA)

ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

ST. JOSEPH, MISSOURI

ATIS

125.05

ST. JOSEPH TOWER ★

126.9 239.0

GND CON

121.9

RWY 13-31

S75, D110, ST140, DT180, DDT180

RWY 17-35

S75, D130, ST175, DT220, DDT220

FIELD
ELEV
826

ZL

39°47'N

VAR 3.3° E

JANUARY 2005

ANNUAL RATE OF CHANGE

0.1° W

ELEV
810

132.4°

HOT³

B

4797 X 75

8059 X 150

B

HOT¹

FBO

GENERAL
AVIATION
PARKINGCONTROL TOWER
892

TERMINAL

F

MISSOURI
ANG

FIRE STATION

MISSOURI
ANGMO ANG
RAMP ONLY

312.4°

ELEV
811

356.7°

35

ELEV
812HOT²

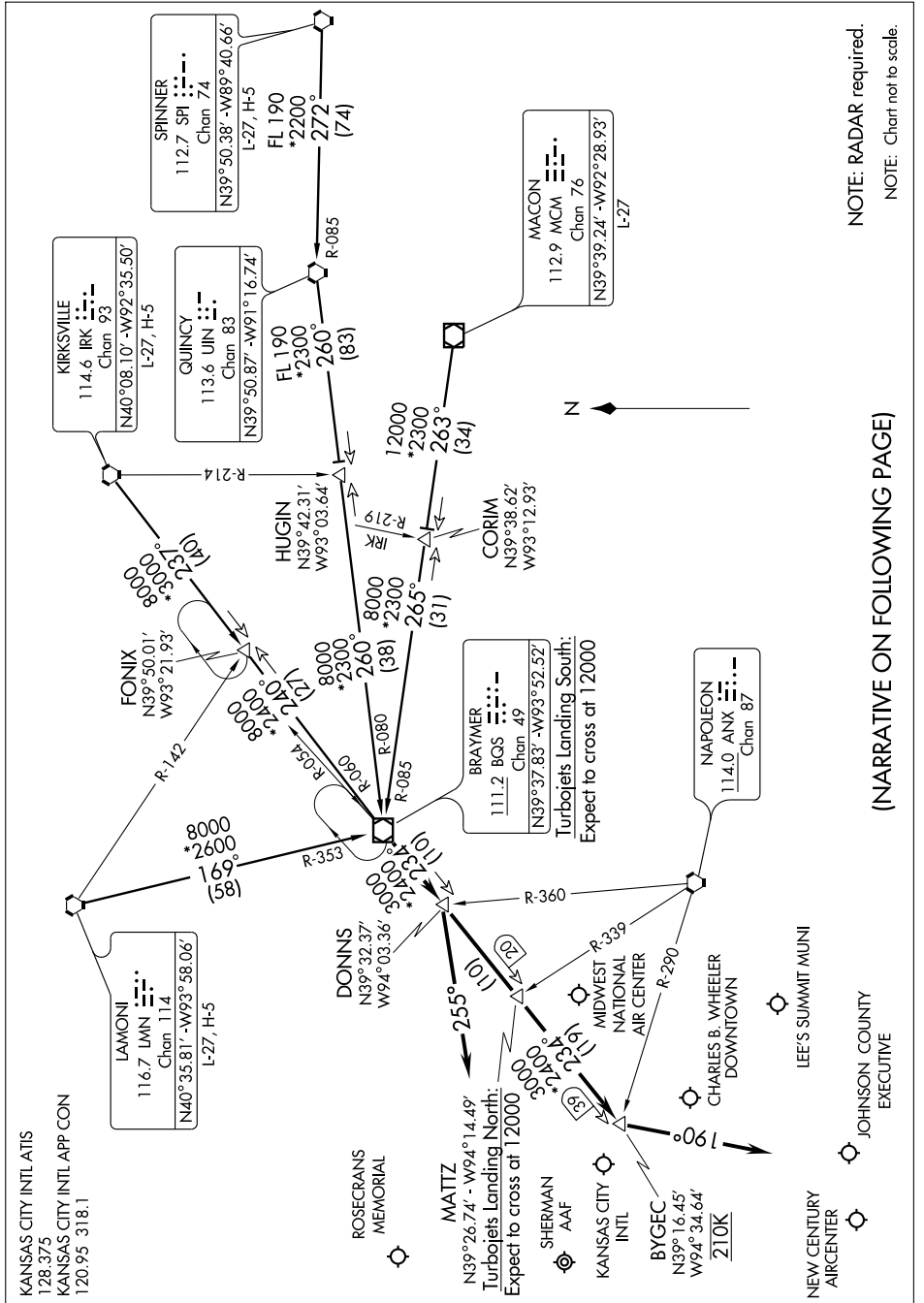
94°54'W

94°55'W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NC-3, 17 DEC 2009 to 14 JAN 2010



(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and

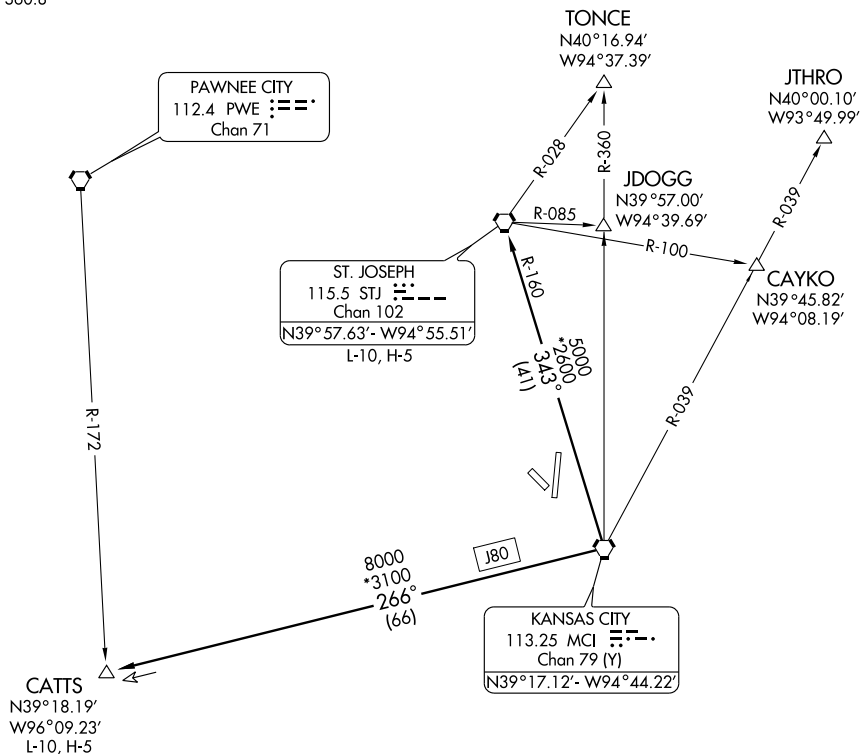
OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

CHIEF THREE DEPARTURE

ATIS 125.05
ST. JOSEPH DEP CON ★
120.35 360.8



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

LOC I-STJ	APP CRS	Rwy Idg	8059
110.3	356°	TDZE	814
		Apt Elev	826

ILS or LOC RWY 35

ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

ADF or TACAN Required.
ASR/PAR

MISSED APPROACH: Climb to 2700 direct AZN NDB and hold.
(TACAN aircraft climb to 2700 then climbing right turn to 3100 via STJ R-114 to HANOT/ 24 DME and hold NW, LT, 114° inbound).

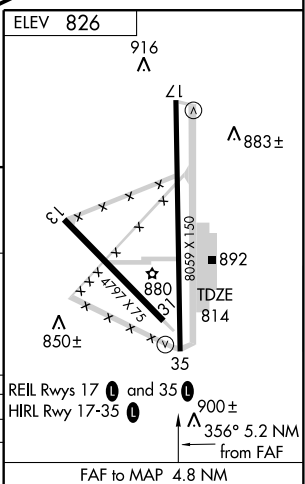
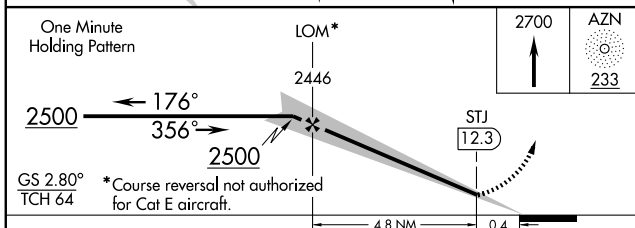
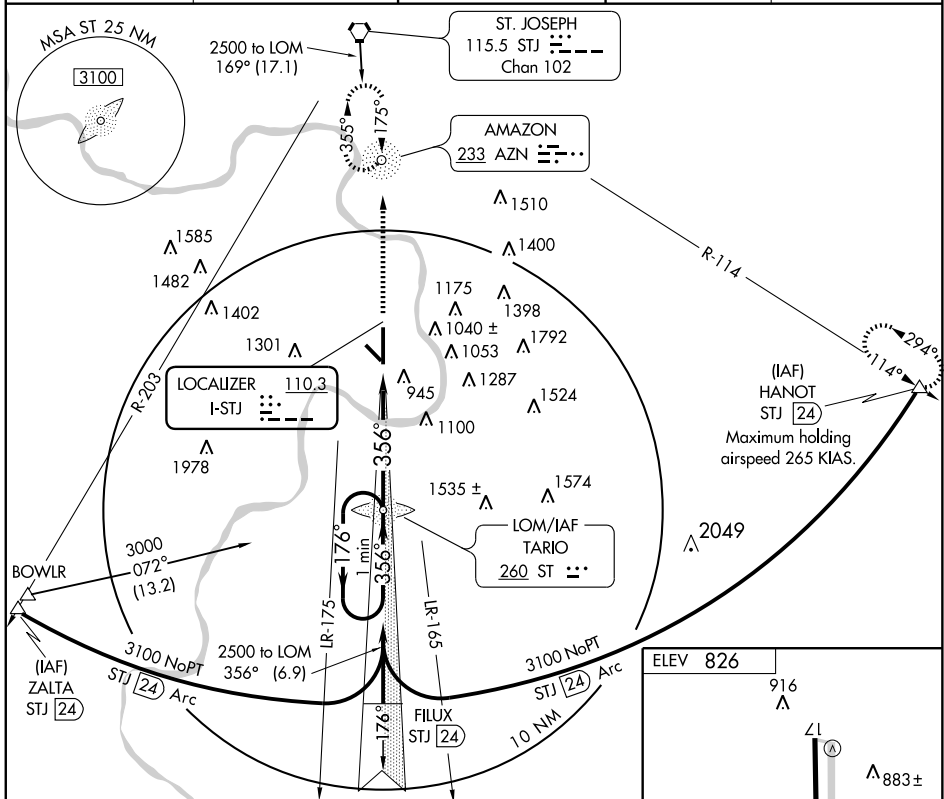
ATIS
125.05

ST. JOSEPH APP CON ★
120.35 360.8




ST. JOSEPH TOWER ★
126.9 (CTAF) 239.0


GND CON
121.9

UNICOM
122.95



CATEGORY	A	B	C	D	E
S-ILS 35	1014/40		200 (200-¾)		
S-LOC 35	1160/50 346 (400-1)		1160/60 346 (400-1¼)		
CIRCLING	1400-1 574 (600-1)		1400-1½ 574 (600-1½)	1500-2¼ 674 (700-2¼)	1760-3 934 (1000-3)

REIL Rwy 17  and 35 
HIRL Rwy 17-35 



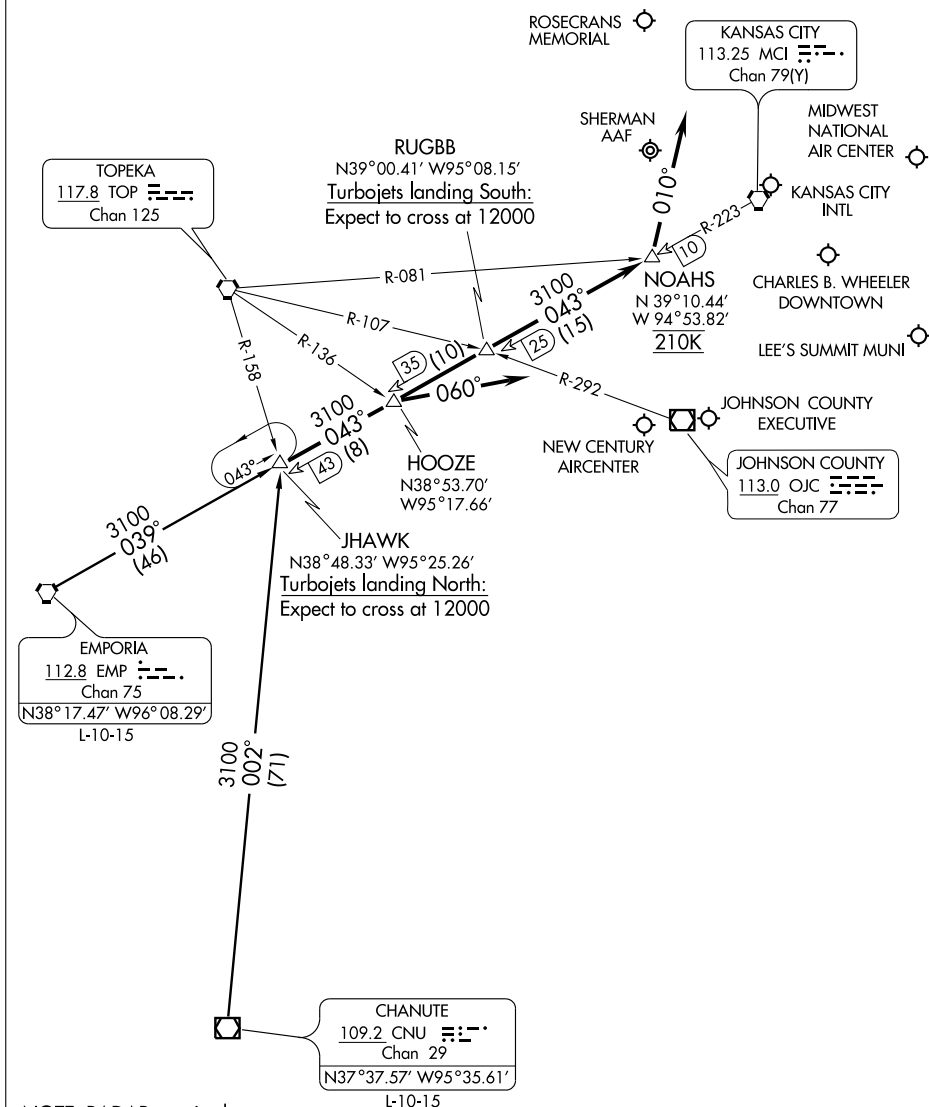
FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....

Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

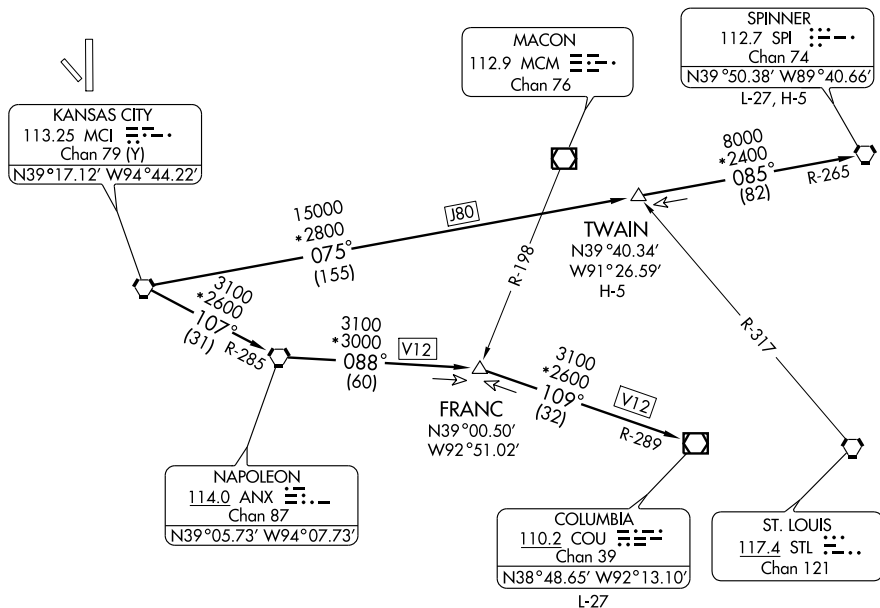
Thence...

....Expect radar vectors to final approach course.

ATIS 125.05

ST. JOSEPH DEP CON ★

120.35 360.8

**TAKE-OFF MINIMUMS**

Rwy 13, 17, 35: Standard.

Rwy 31: 400-2¼ or standard with minimum climb of 325' per NM to 1300'.

TAKE-OFF OBSTACLE NOTES

Rwy 13: Tree 3394' from DER, 655' left of centerline, 100' AGL/919' MSL.

Rwy 17: Trees beginning 2691' from DER, across course line, up to 109' AGL/928' MSL.

Rwy 31: Trees beginning 1.18 NM from DER, 986' left of centerline, up to 100' AGL/1139' MSL.

NOTE: Chart not to scale

NOTE: RADAR required.

NOTE: DME required for TWAIN and SPINNER transitions.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

LOC I-STJ 110.3	APP CRS 176°	Rwy Idg TDZE Apt Elev	8059 826 826
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LOC BC RWY 17

ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

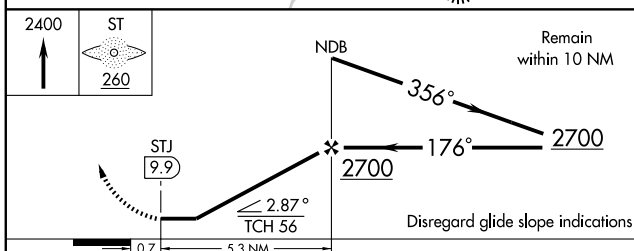
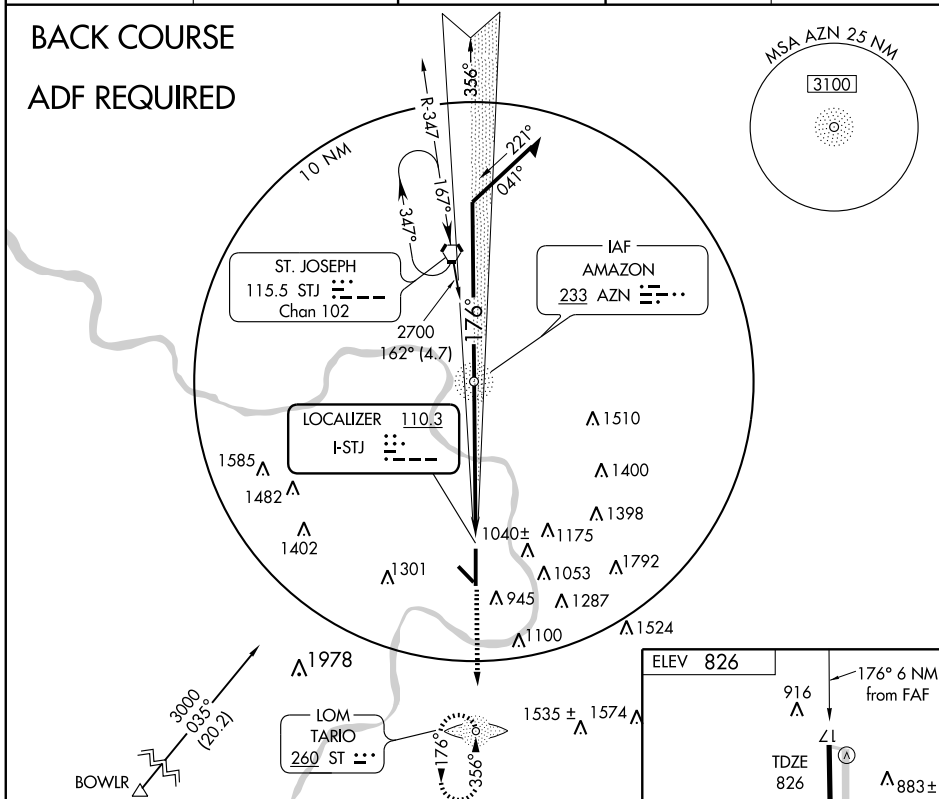
ASR/PAR

MISSED APPROACH: Climb to 2400 direct ST LOM and hold.

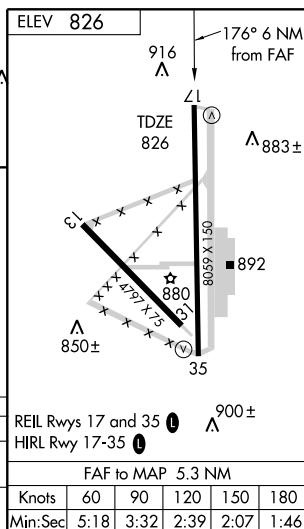
ATIS 125.05	ST. JOSEPH APP CON ★ 120.35 360.8	ST. JOSEPH TOWER ★ 126.9 (CTAF) 239.0	GND CON 121.9	UNICOM 122.95
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BACK COURSE

ADF REQUIRED

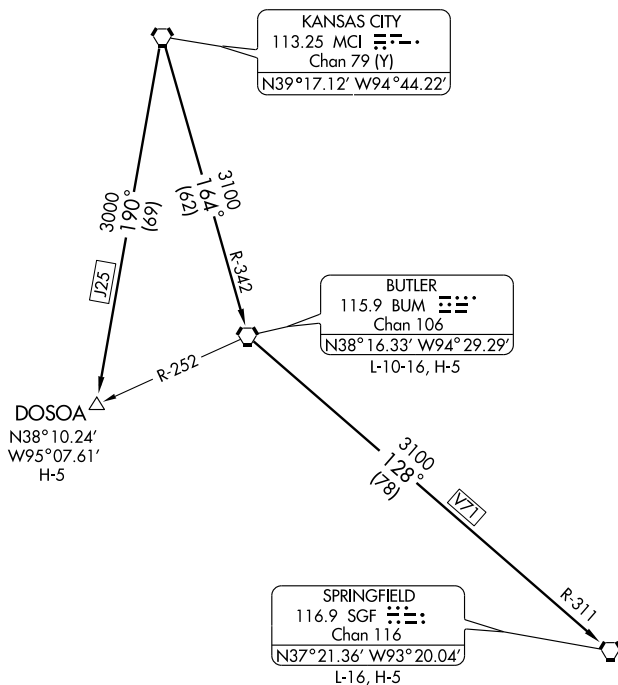


CATEGORY	A	B	C	D
S-17	1200-1	374 (400-1)		1200-1¼ 374 (400-1¼)
CIRCLING	1400-1	574 (600-1)	1400-1½ 574 (600-1½)	1500-2¼ 674 (700-2¼)



REIL Rwy 17 and 35 **L**

ATIS 125.05
ST. JOSEPH DEP CON ★
120.35 360.8



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

APP CRS	Rwy Idg	8059
176°	TDZE	826
	Apt Elev	826

RNAV (GPS) RWY 17

ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)



A NA
ASR/PAR

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

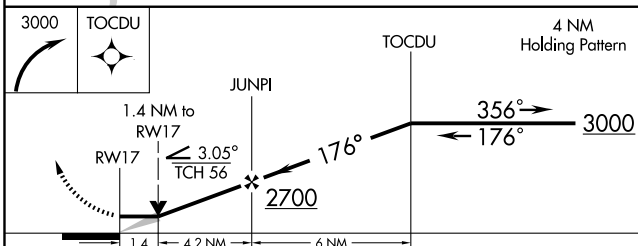
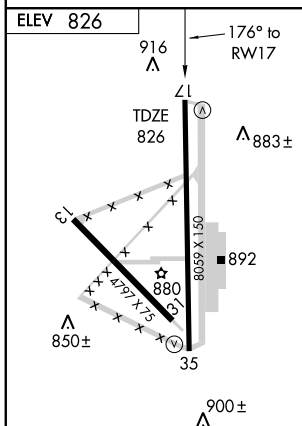
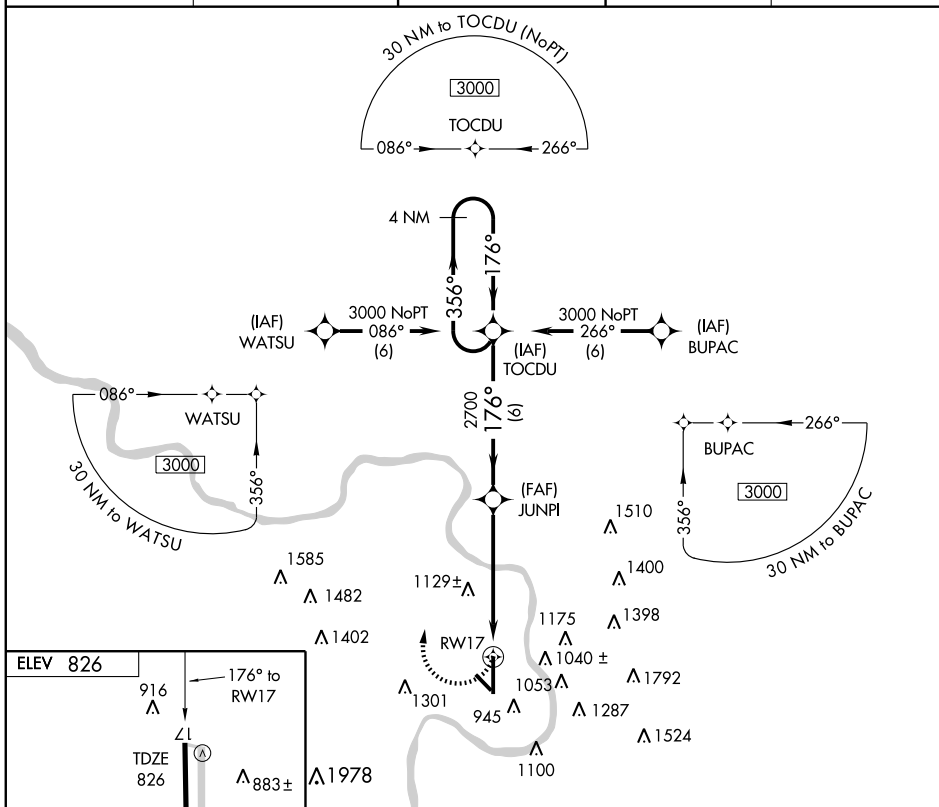
MISSED APPROACH: Climbing right turn to 3000 direct TOCDU WP and hold.

ATIS
125.05

ST. JOSEPH APP CON ★
120-35 360-8

ST. JOSEPH TOWER ★
126.9 (CTAF) ● 239.0

GND CON
121.9

UNICOM
122.95


CATEGORY	A	B	C	D	E
LNAV MDA	1340-1 514 (600-1)		1340-1½ 514 (600-1½)	1340-1¾ 514 (600-1¾)	
CIRCLING	1400-1 574 (600-1)		1400-1½ 574 (600-1½)	1500-2½ 674 (700-2½)	1760-3 934 (1000-3)

REIL Rwys 17 and 35 **L**HIRL Rwy 17-35 **L**

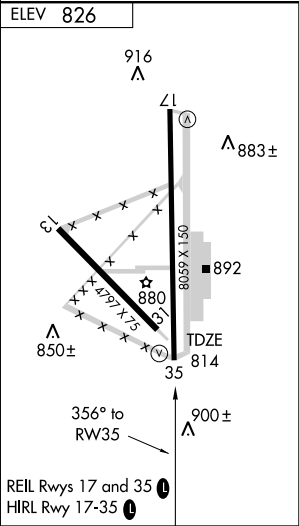
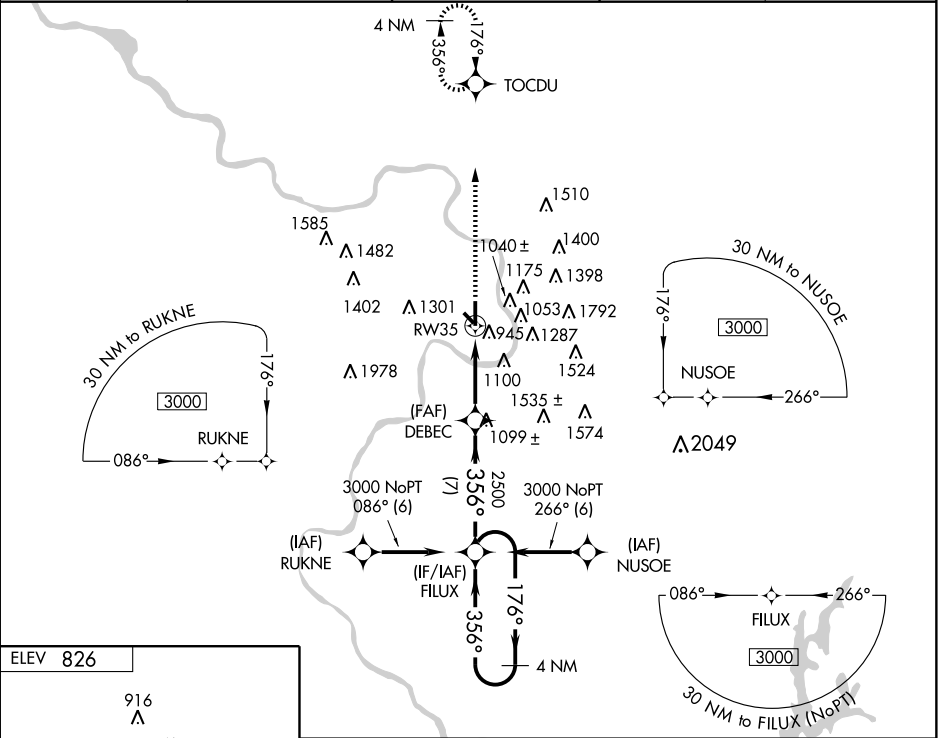
APP CRS	Rwy Idg	8059
356°	TDZE	814
	Apt Elev	826

RNAV (GPS) RWY 35

ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)

 NA ASR/ PAR	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (3° F).	MISSED APPROACH: Climb to 3000 direct TOCDU WP and hold.
--	--	--

ATIS 125.05	ST. JOSEPH APP CON ★ 120.35 360.8	ST. JOSEPH TOWER ★ 126.9 (CTAF) 239.0	GND CON 121.9	UNICOM 122.95
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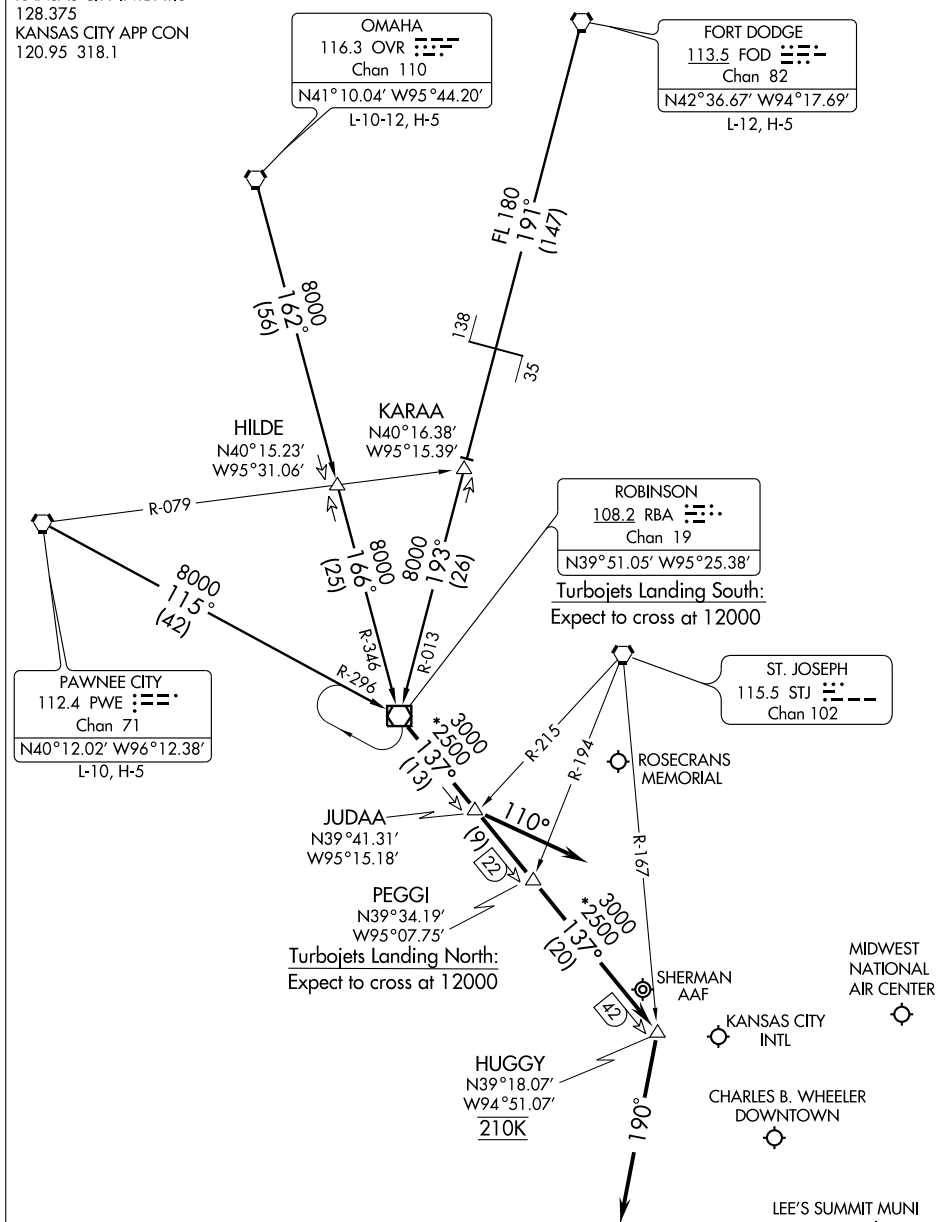
3000 TOCDU		VGS and descent angles not coincident.		4 NM Holding Pattern	
*LNAV only		*1 NM to RW35		FILUX	
RW35		DEBEC		176° 3000	
1 NM		4.1 NM		356° 2500	
1 NM		7 NM		GS 3.00° TCH 50	
CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/ VNAV DA	1240-1½ 426 (500-1½)				
LNAV MDA	1160/50 346 (400-1)			1160/60 346 (400-1¼)	
CIRCLING	1400-1½ 574 (600-1½)			1500-2¼ 1760-3 674 (700-2¼) 934 (1000-3)	

ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NC-3, 17 DEC 2009 to 14 JAN 2010

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NEW CENTURY
AIRCENTERJOHNSON COUNTY
EXECUTIVE

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

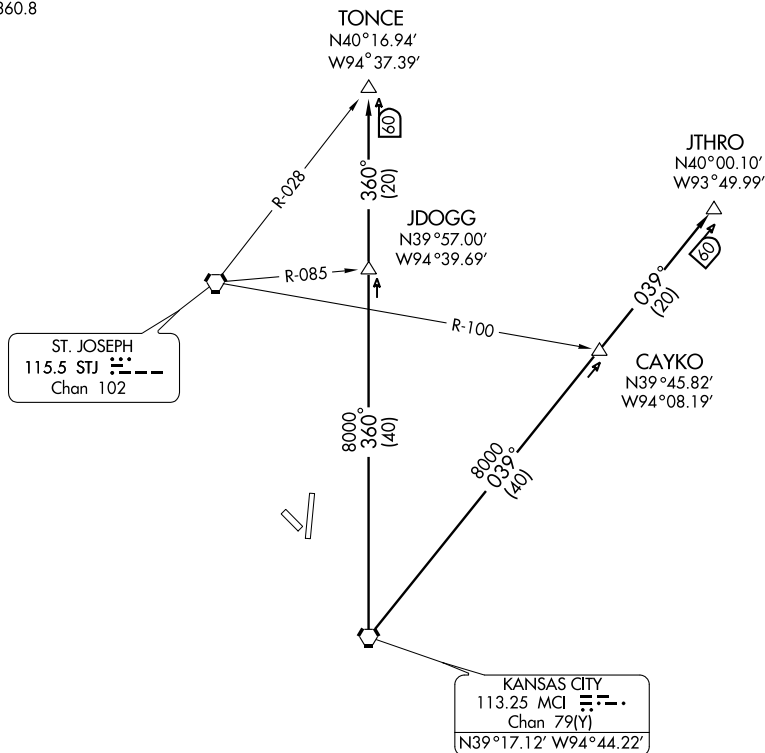
LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW

CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

ATIS 125.05
ST. JOSEPH DEP CON ★
120.35 360.8



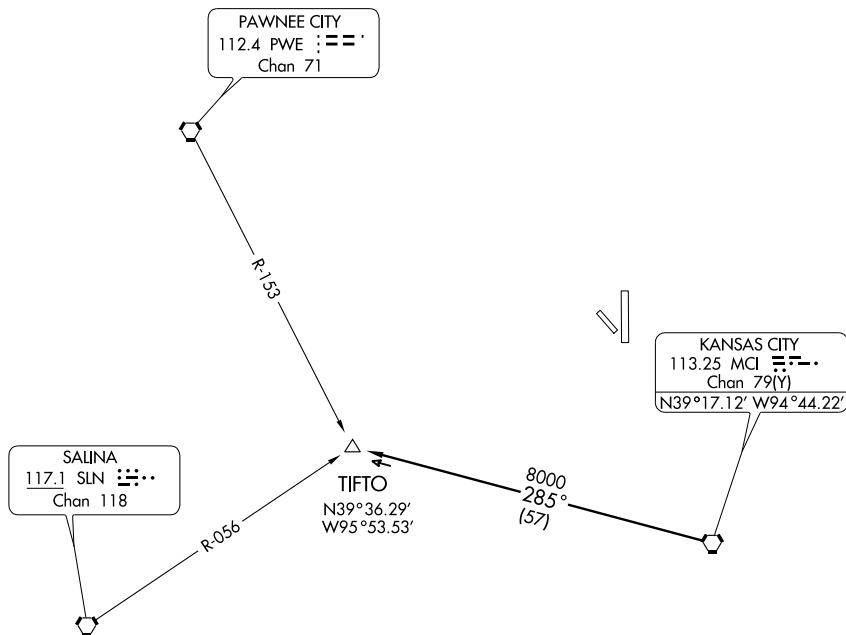
DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

ATIS 125.05
ST. JOSEPH DEP CON ★
120.35 360.8



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

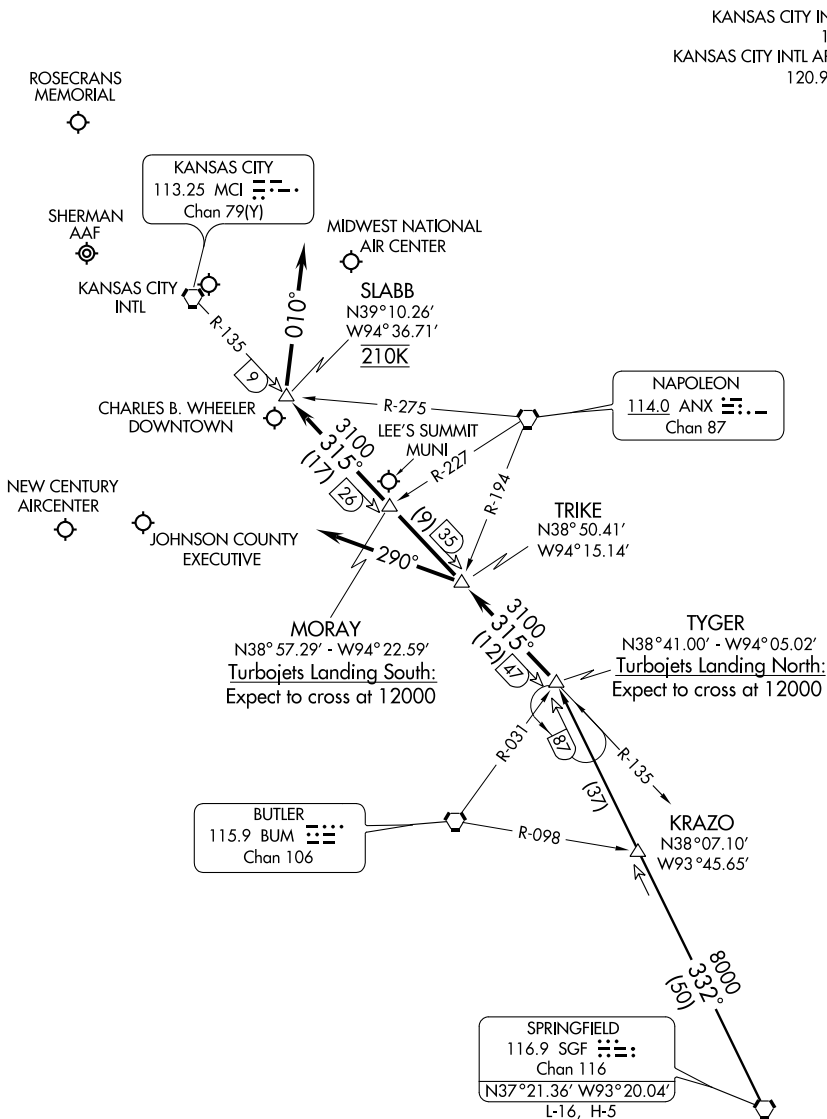
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

(TYGER.TYGER6) 08101 TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

AL-359 (FAA)

STJ VORTAC 115.5 Chan 102	APP CRS 348°	Rwy Idg TDZE Apt Elev	8059 814 826
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VOR/DME or TACAN RWY 35

ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)



A NA
ASR/PAR

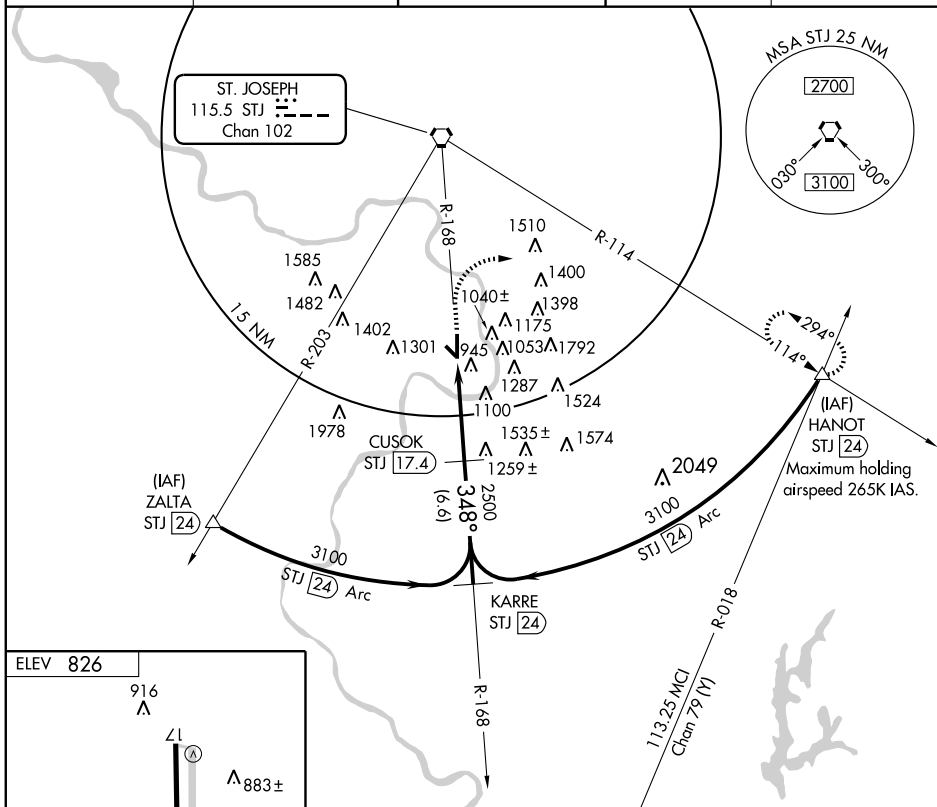
MISSED APPROACH: Climb to 2700 then climbing right turn to 3100 via heading 090° and STJ R-114 to HANOT/24 DME and hold.

ATIS
125.05

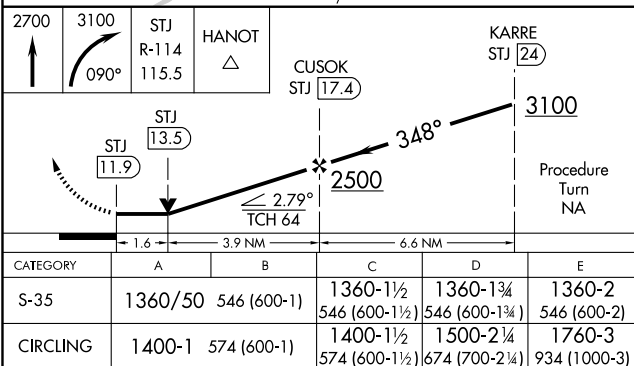
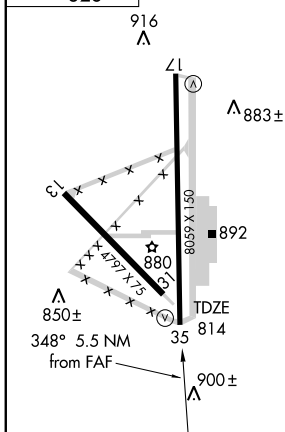
ST. JOSEPH APP CON ★
120.35 360.8

ST. JOSEPH TOWER ★
126.9 (CTAF) 📶 239.0

GND CON
121.9

UNICOM
122.95

ELEV	826
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REIL Rwys 17 and 35 L

HIRL Rwy 17-35 **L**

NC-3, 17 DEC 2009 to 14 JAN 2010

VORTAC STJ 115.5 Chan 102	APP CRS 167°	Rwy Idg 8059 TDZE 826 Apt Elev 826
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VOR or TACAN RWY 17

ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

T Missed approach to STJ VORTAC not authorized for
A Cat. E aircraft.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct STJ VORTAC and hold. (TACAN aircraft climb to 2300 then climbing left turn to 3100 direct HANOT/STJ 24 DME and hold NW, LT, 114° inbound).

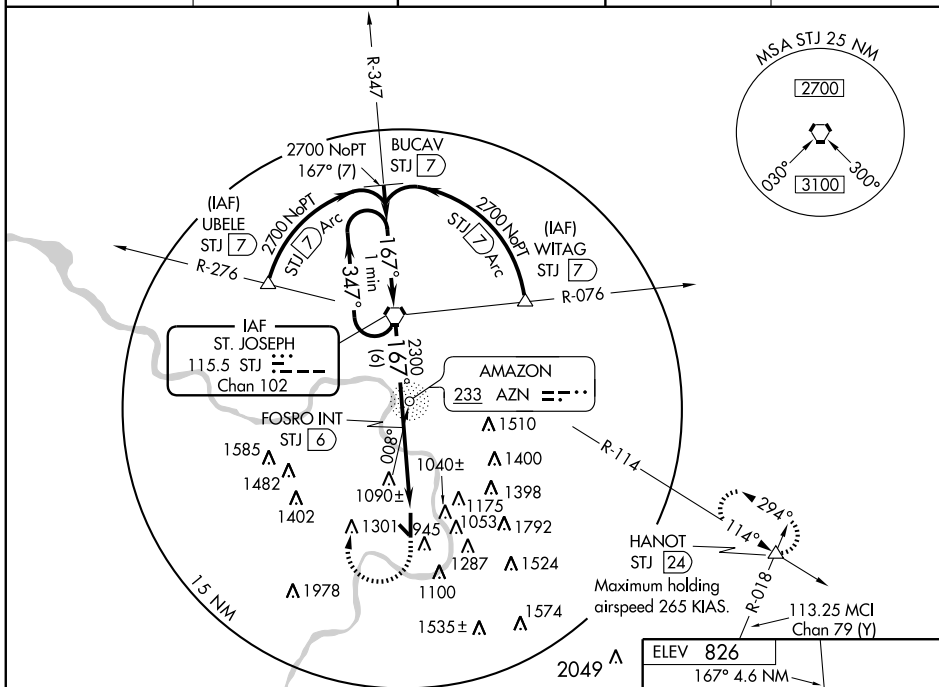
ASR/PAR

ATIS
125.05

ST. JOSEPH APP CON ★
120.35 360.8

ST. JOSEPH TOWER ★
126.9 (CTAF) **Q** 239.0

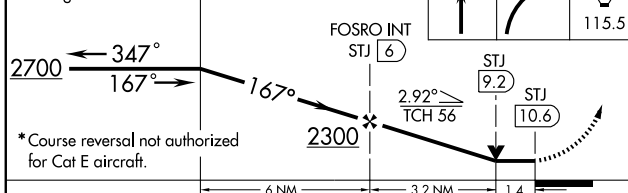
GND CON
121.9

UNICOM
122.95

ADF or DME REQUIRED

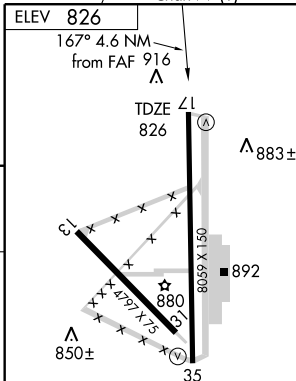
One Minute Holding Pattern

* VORTAC



* Course reversal not authorized for Cat E aircraft.

CATEGORY	A	B	C	D	E
S-17	1340-1 514 (600-1)	1340-1½ 514 (600-1½)	1340-1¾ 514 (600-1¾)		
CIRCLING	1400-1 574 (600-1)	1400-1½ 574 (600-1½)	1500-2½ 674 (700-2½)	1760-3 934 (1000-3)	



REIL Rwy 17 and 35 **L** 900±
HIRL Rwy 17-35 **L** **A**

FAF to MAP 4.6 NM

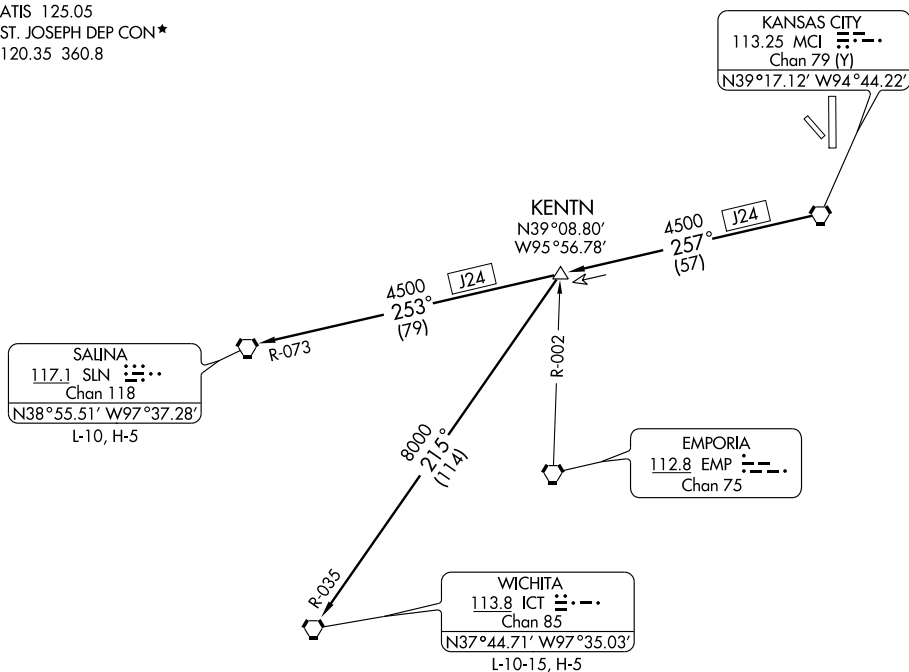
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

WILDCAT TWO DEPARTURE

ATIS 125.05

ST. JOSEPH DEP CON★

120.35 360.8



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

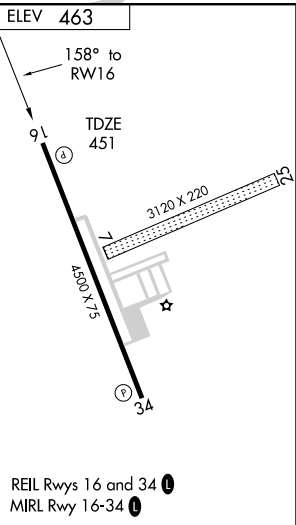
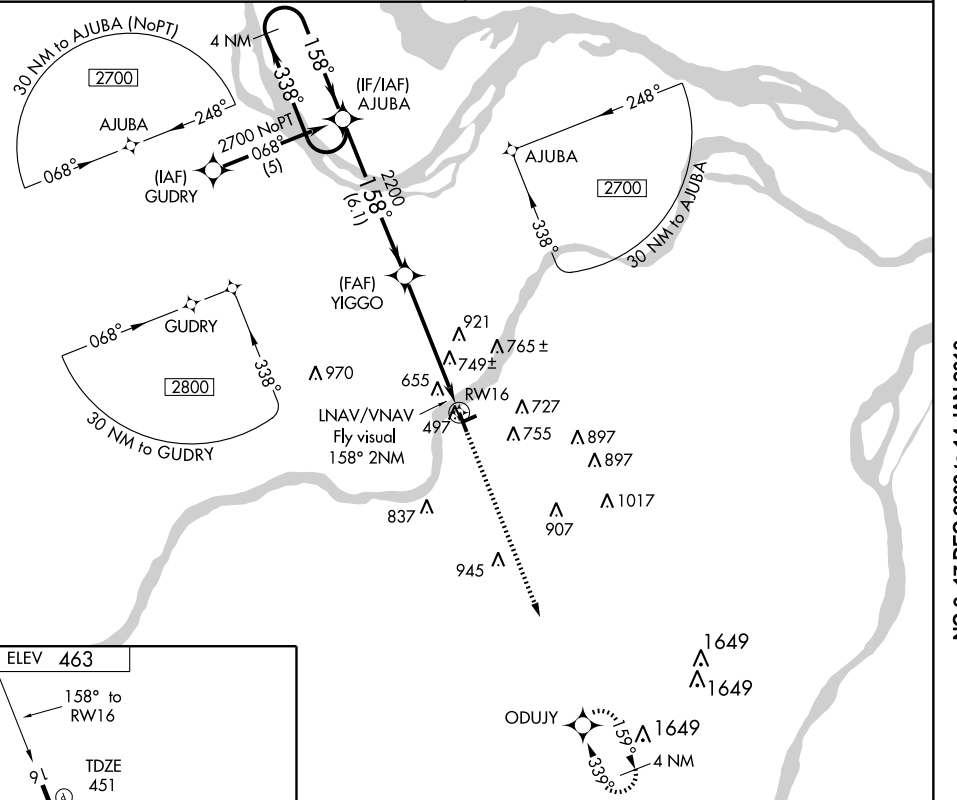
Use Lambert-St Louis Intl altimeter setting.
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climb to 2800 direct ODUJY and hold.

ST. LOUIS APP CON
126.5 254.3

UNICOM
122.8 (CTAF) 0



4 NM Holding Pattern		AJUBA		YIGGO		RW16	
2700		338°		158°		2200	
GS 3.00°		TCH 40		6.1 NM		5.3 NM	
CATEGORY		A		B		C	
LPV DA		912-1¾ 461 (500-1¾)				NA	
LNAV/VNAV DA		1130-2 679 (700-2)				NA	
LNAV MDA		1160-1 709 (700-1)				NA	
CIRCLING		1160-1 697 (700-1)				NA	

▽

NA

Use Lambert-St Louis Intl altimeter setting.
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

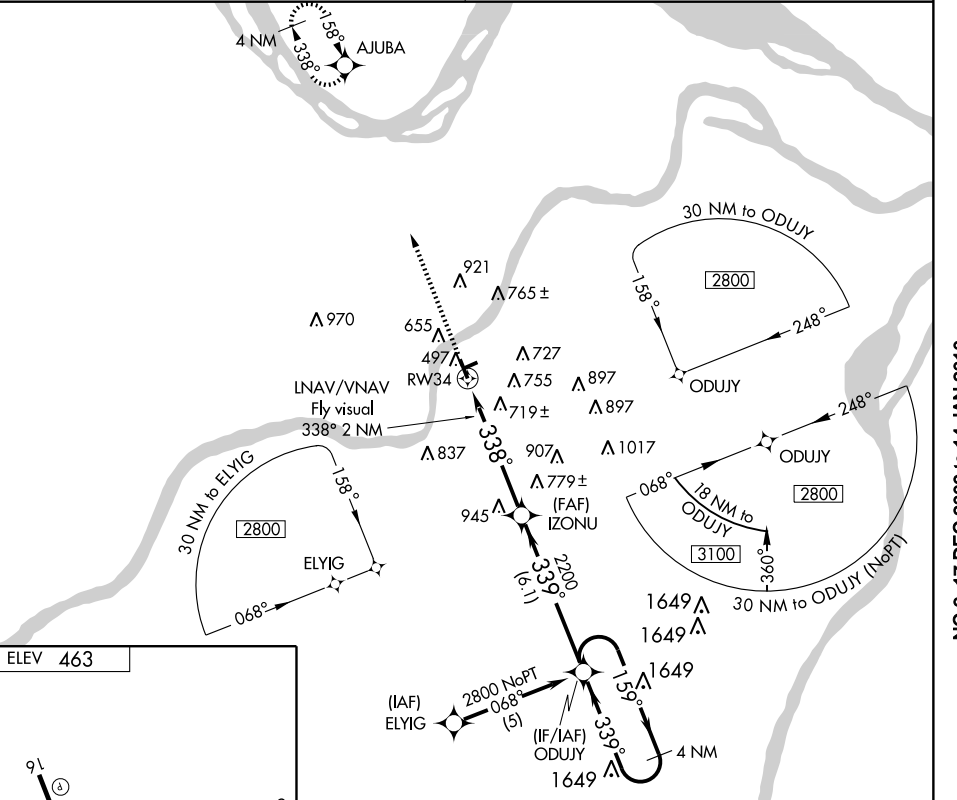
MISSED APPROACH: Climb to 2700 direct AJUBA and hold.

ST. LOUIS APP CON

126.5 254.3

UNICOM

122.8 (CTAF) 0



ELEV 463

91

3120 X 220

4600 X 75

TDZE 463

34

338° to RW34

2700

AJUBA

VGSI and RNAV glidepath not coincident.

ODUJY

4 NM Holding Pattern

RW34

LNNAV/VNAV Fly visual 338° 2 NM

IZONU

2200

339°

159°

2800

GS 3.00° TCH 30

CATEGORY	A	B	C	D
LPV DA	809-1¼ 346 (400-1¼)			NA
LNNAV/VNAV DA	1131-2 668 (700-2)			NA
LNNAV MDA	1080-1 617 (700-1)			NA
CIRCLING	1080-1 617 (700-1)			NA

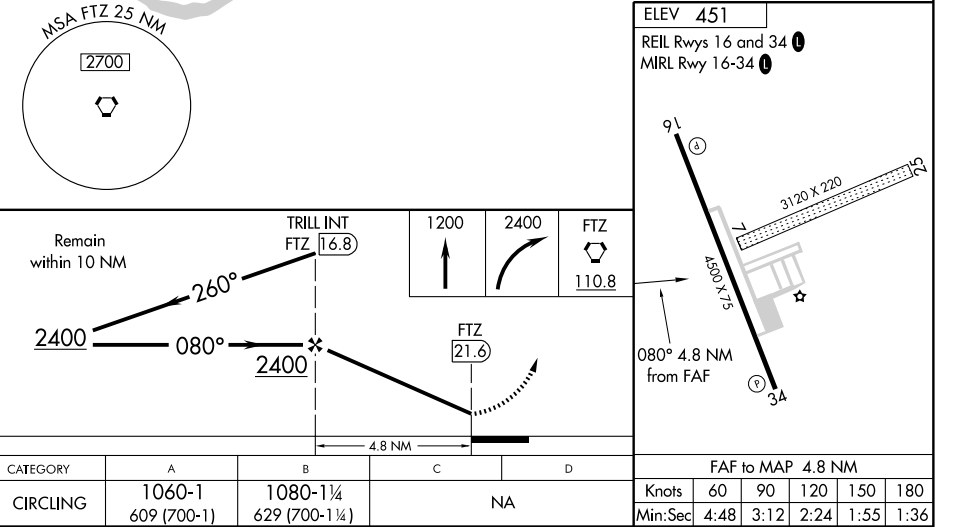
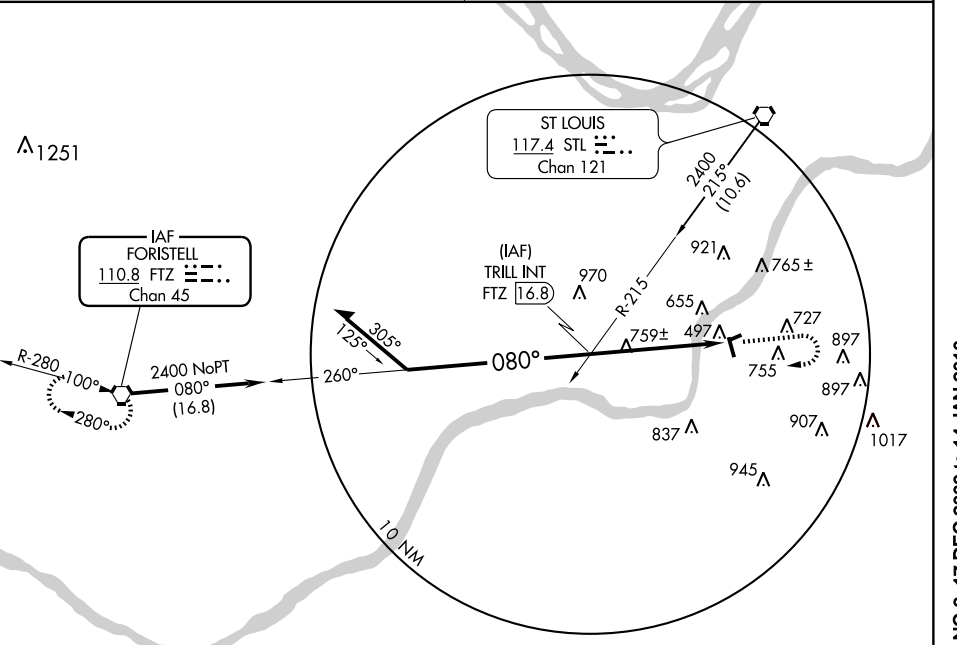
NA

Use Lambert-St. Louis Intl altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 direct FTZ VORTAC and hold.

ST. LOUIS APP CON
126.5 254.3

UNICOM
122.8 (CTAF) 0



AL-360 (FAA)




BLUES TWO DEPARTURE


SL-360 (FAA)


ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)


ST. LOUIS, MISSOURI

CINC DEL
119.5 363.1
GND CON
121.9 348.6 (Inbound)
121.65 387.05 (Outbound)
118.925 227.125 (WEST)
GND METER
127.55 360.2 (EAST)
121.075 346.35 (WEST)
ST. LOUIS DEP CON
119.15 335.5


CARDINAL
116.45 CSX 
Chan 111(Y)
N38°45.16'-W90°21.65'

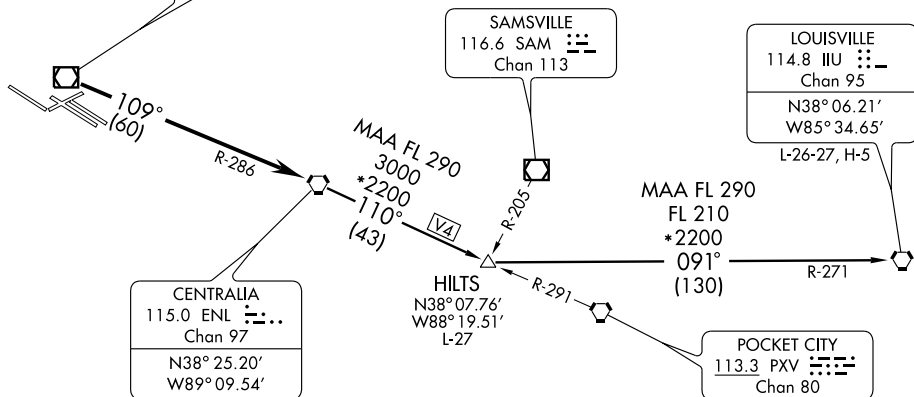
SAMSVILLE
116.6 SAM 
Chan 113

LOUISVILLE
114.8 IIU 
Chan 95
N38°06.21'
W85°34.65'
L-26-27, H-5

CENTRALIA
115.0 ENL 
Chan 97
N38°25.20'
W89°09.54'

HILTS
N38°07.76'
W88°19.51'
L-27

POCKET CITY
113.3 PXV 
Chan 80



NOTE: For Turbojets only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 5000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.

LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then via IIU R-271 to IIU VORTAC.

CARDS SEVEN DEPARTURE

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

SL-360 (FAA)

ST. LOUIS, MISSOURI

CLNC DEL
119.5 363.1
GND CON
121.9 348.6 (Inbound)
121.65 387.05 (Outbound)
118.925 227.125 (WEST)
GND METER
127.55 360.2 (EAST)
121.075 346.35 (WEST)
ST. LOUIS DEP CON
119.15 335.5

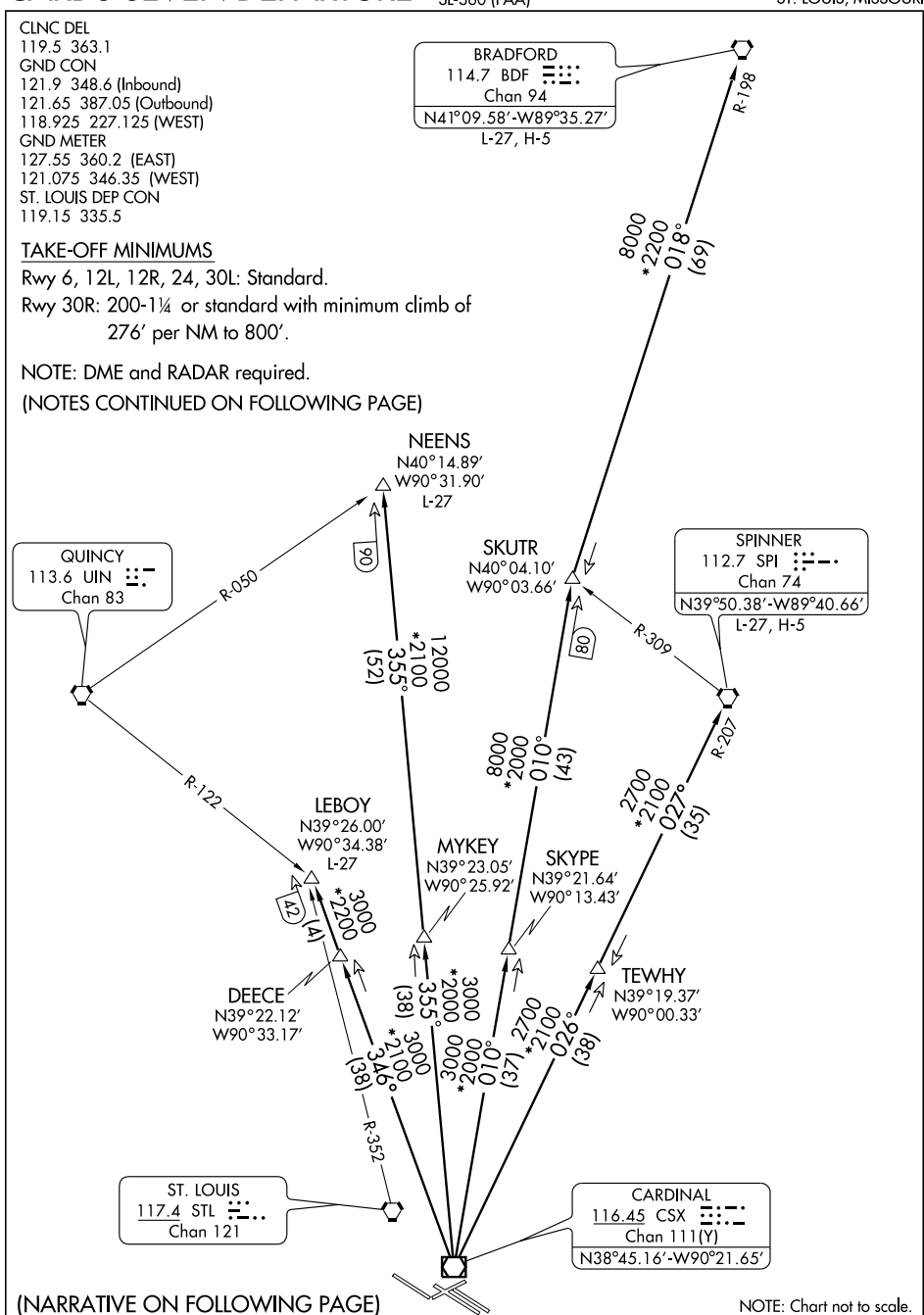
TAKE-OFF MINIMUMS

Rwy 6, 12L, 12R, 24, 30L: Standard.

Rwy 30R: 200-1¼ or standard with minimum climb of
276' per NM to 800'.

NOTE: DME and RADAR required.

(NOTES CONTINUED ON FOLLOWING PAGE)



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Turbojet departures climb and maintain 5000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure. Propeller driven departures climb and maintain 3000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 and SPI R-207 to SPI VORTAC.

TAKE-OFF OBSTACLE NOTES

- Rwy 6: Railroad 577' from DER, 618' left of centerline, 23' AGL/557' MSL.
 OL on LDA 1037' from DER, 709' right of centerline, 391' AGL/573' MSL.
 Pole 1368' from DER, 635' right of centerline, 28' AGL/568' MSL.
 Antenna on bldg 2478' from DER, 1012' right of centerline, 30' AGL/598' MSL.
- Rwy 12L: OL on DME 551' from DER, 258' left of centerline, 20' AGL/619' MSL.
- Rwy 12R: Traffic sign 1416' from DER, 705' right of centerline, 7' AGL/636' MSL.
 Bush 1791' from DER, 503' right of centerline, 7' AGL/636' MSL.
 Tree 1933' from DER, 370' left of centerline, 88' AGL/657' MSL.
 Tree 2228' from DER, 162' left of centerline, 75' AGL/654' MSL.
 Sign 2804' from DER, 873' right of centerline, 93' AGL/672' MSL.
- Rwy 24: Multiple trees and antenna beginning 3766' from DER, 899' right of centerline, up to 115' AGL/704' MSL.
- Rwy 30L: Ground beginning at DER, 157' right of centerline, up to 592' MSL.
 Multiple trees and poles beginning 1684' from DER, 641' left of centerline, 107' AGL/684' MSL.
- Rwy 30R: OL on GS 950' from DER, on centerline, 28' AGL/587' MSL.
 Multiple buildings and antenna beginning 1374' from DER, 709' right of centerline, up to 81' AGL/611' MSL.
 Multiple trees and antenna beginning 4240' from DER, 253' right of centerline, up to 142' AGL/741' MSL.

GATEWAY FOUR DEPARTURE

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)
SL-360 (FAA)
ST. LOUIS, MISSOURI

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 5000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

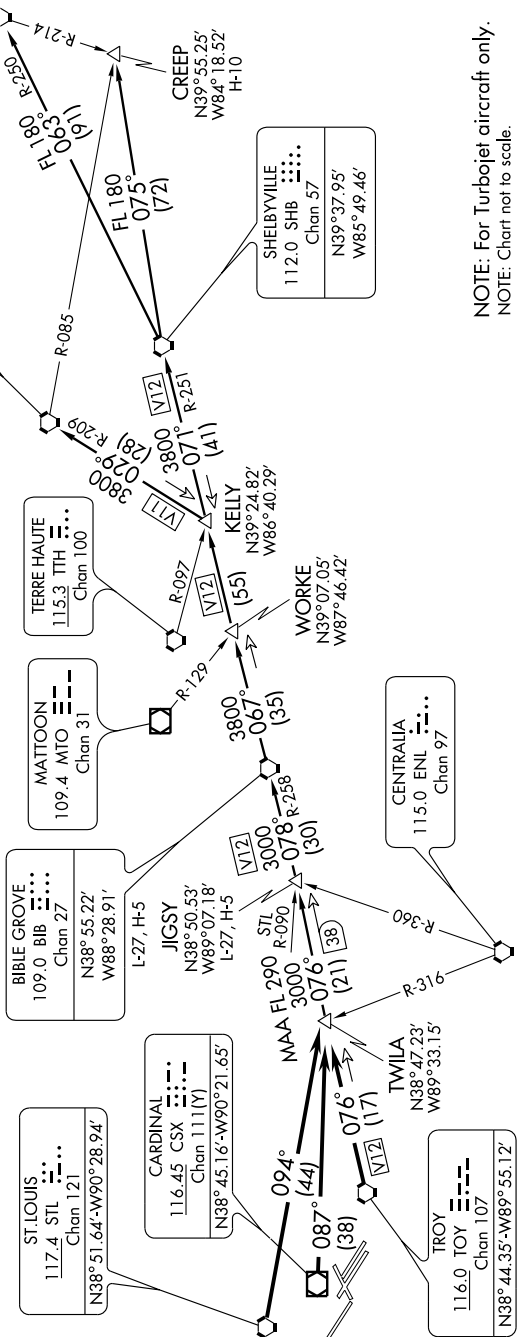
BIBLE GROVE TRANSITION (GATWY4.BIB): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.
BRICKYARD TRANSITION (GATWY4.VHP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC.
CREEP TRANSITION (GATWY4.CREEP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT.
JIGSY TRANSITION (GATWY4.JIGSY): From over TWILA INT via TOY R-076 to JIGSY INT.
ROSEWOOD TRANSITION (GATWY4.ROD): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.



CUNC DEL
119.5 363.1
GND CON
121.9 348.6 (Inbound)
121.65 387.05 (Outbound)
118.925 227.125 (WEST)
GND METER
127.55 360.2 (EAST)
121.075 346.35 (WEST)
ST. LOUIS DEP CON
119.15 335.5

ROSEWOOD
117.5 ROD
Chan 122
N40°17.27'
W84°02.59'
L-27, H-10

BRICKYARD
116.3 VHP
Chan 110
N39°48.88'
W86°22.05'
L-27, H-5



NOTE: For Turbojet aircraft only.
NOTE: Chart not to scale.

LOC/DME I-JAK 110.3 Chan 40	APP CRS 063°	Rwy Idg TDZE Apt Elev 7602 551 618
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ILS or LOC RWY 6

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

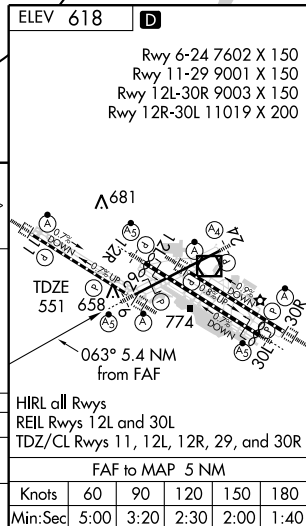
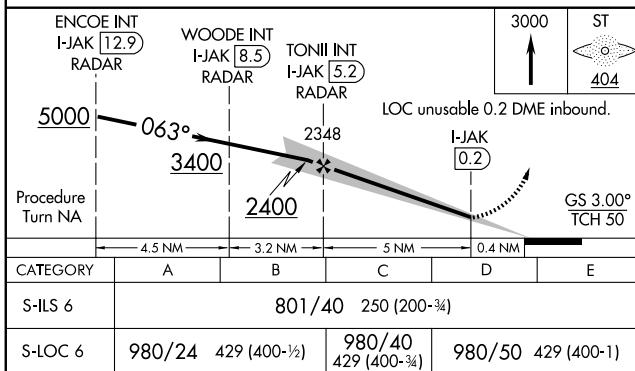
When MALSR inoperative, increase visibility S-ILS 6 Cat E ½ mile and S-LOC 6 Cat E ½ mile.	MALSR 	MISSED APPROACH: Climb to 3000 direct ZUMAY LOM and hold, continue climb-in-hold to 3000.
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ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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ADF REQUIRED


Procedure NA for arrival on FTZ VORTAC airway radials 082 CW 095.

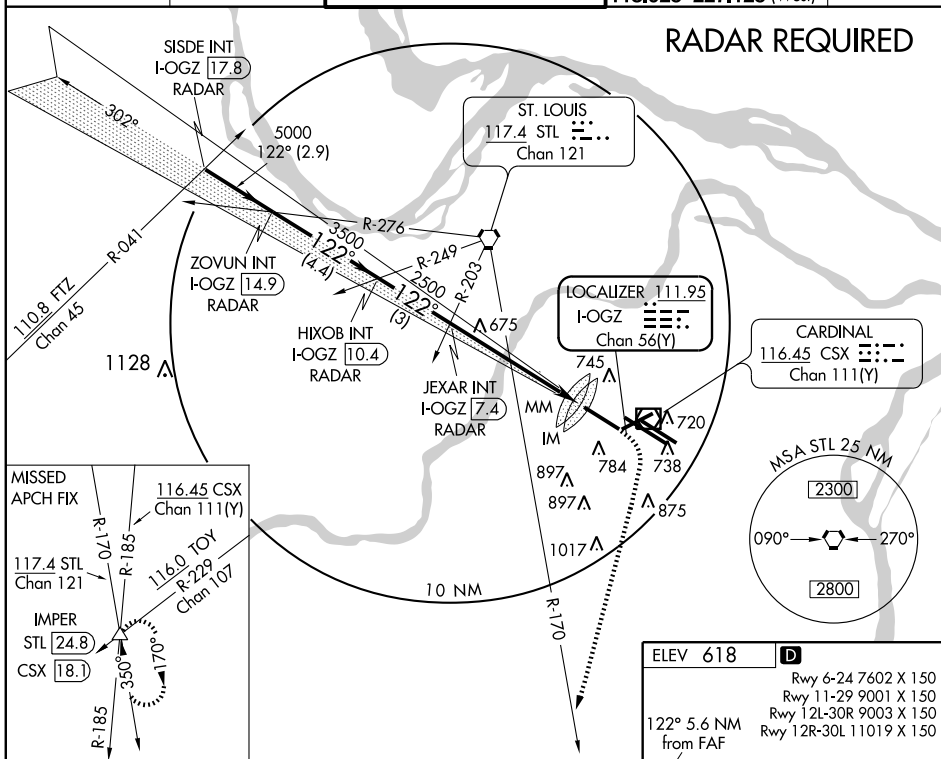


LOC/DME I-OGZ 111.95 Chan 56 (Y)	APP CRS 122°	Rwy Idg 9001 TDZE 618 Apt Elev 618
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ILS or LOC RWY 11

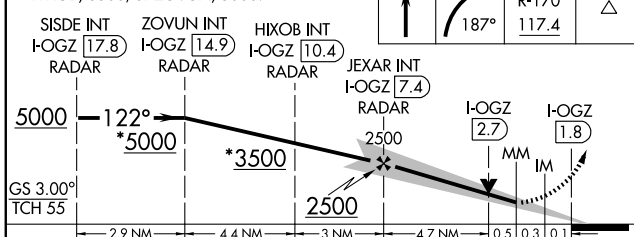
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

▼ For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 4000, and S-LOC Cat E visibility to RVR 6000.		ALSF-2 		MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 2.8 DME and hold.	
ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275		GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	
				CLNC DEL 119.5 363.1	

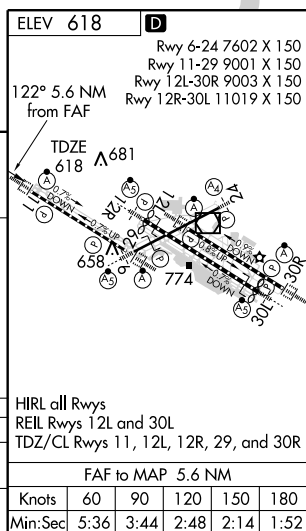


NC-3 17 DEC 2009 to 14 JAN 2010

*When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.



CATEGORY	A	B	C	D	E
S-ILS 11	818/18 200 (200-½)				818/24 200 (200-½)
S-LOC 11	980/24 362 (400-½)			980/40 362 (400-¾)	



When ALSF-2 inoperative, increase Cat E S-ILS visibility to RVR 4000 and LOC visibility to 1½ miles.

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

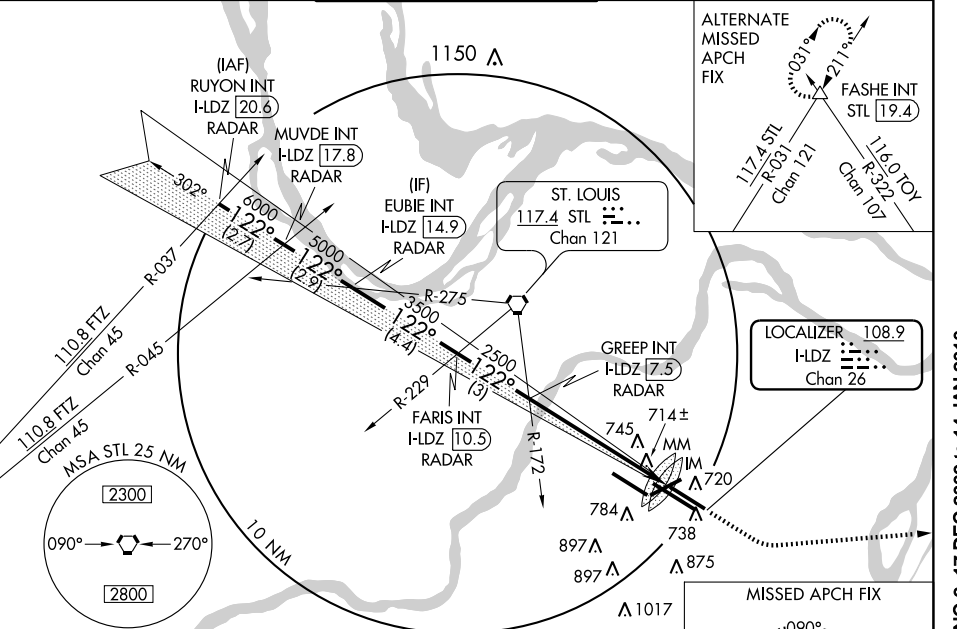
ATIS
125.025 379.925

ST. LOUIS APP CON
133.55 338.25

ST. LOUIS TOWER
N 120.05 284.6 S 118.5 257.7
W 132.475 239.275

GND CON
121.9 348.6 (Inbound)
121.65 387.05 (Outbound)
118.925 227.125 (West)

CLNC DEL
119.5 363.1



ELEV 618

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150

HIREL all Rwws
REIL Rwws 12L and 30L
TDZ/CL Rwws 11, 12L, 12R, 29, and 30R

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

RADAR and DME REQUIRED

*When assigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.

RUYON INT I-LDZ [20.6] RADAR
MUVDE INT I-LDZ [17.8] RADAR
EUBIE INT I-LDZ [14.9] RADAR
FARIS INT I-LDZ [10.5] RADAR
GREEP INT I-LDZ [7.5] RADAR
I-LDZ [2.8] MM IM
I-LDZ [1.6]

GS 3.00° TCH 54

2500 3000 TOY 116.0

VGSI and ILS glidepath not coincident

CATEGORY	A	B	C	D	E
S-ILS 12L	741/18 200 (200-½)				741/24 200 (200-½)
S-LOC 12L	980/24 439 (400-½)		980/40 439 (400-¾)		980/50 439 (400-1)

NC-3. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-LMR	APP CRS	Rwy Idg 12R	Rwy Idg 12L
109.7	122°	10552	9003
Chan 34		TDZE 540	TDZE 541
		Apt Elev 618	Apt Elev 618

ILS or LOC RWY 12R

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

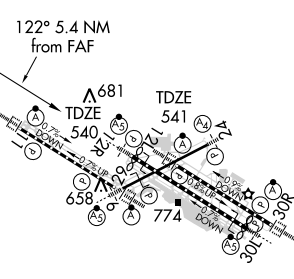
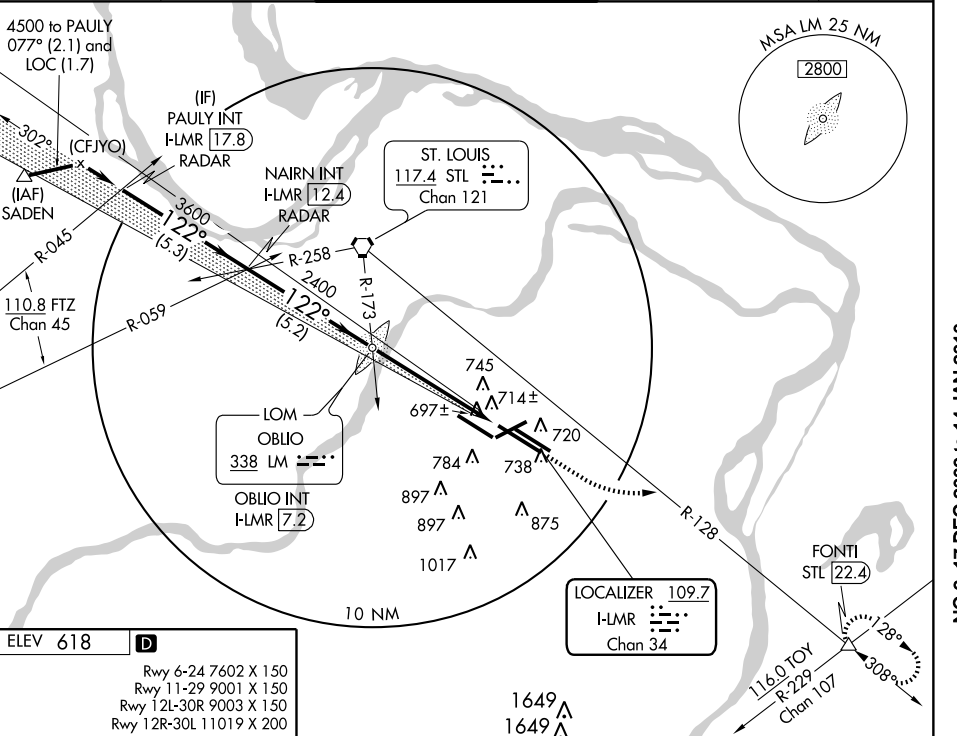
⚠ Inoperative table does not apply to S-ILS 12R or sidestep 12L.
For inoperative MALSR, increase S-LOC 12R Cats A and B visibility to RVR 5000 and Cat E visibility to 1½. Visibility reduction by helicopters NA.

MALSR Rwy 12R

ALSF-2 Rwy 12L

MISSED APPROACH: Climb to 1500 then climbing left turn to 5000 intercept STL VORTAC R-128 to FONTI INT/STL 22.4 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



HIRL all Rwys
REIL Rws 12L and 30L
TDZ/CL Rws 11, 12L, 12R, 29, and 30R

FAF to MAP 5.4 NM

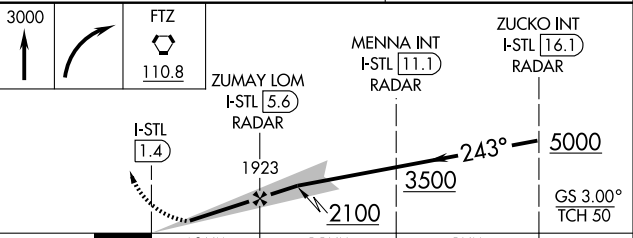
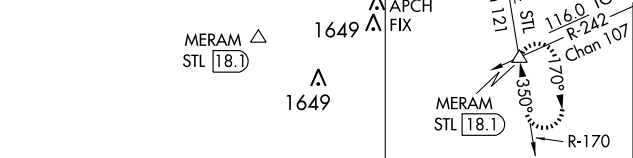
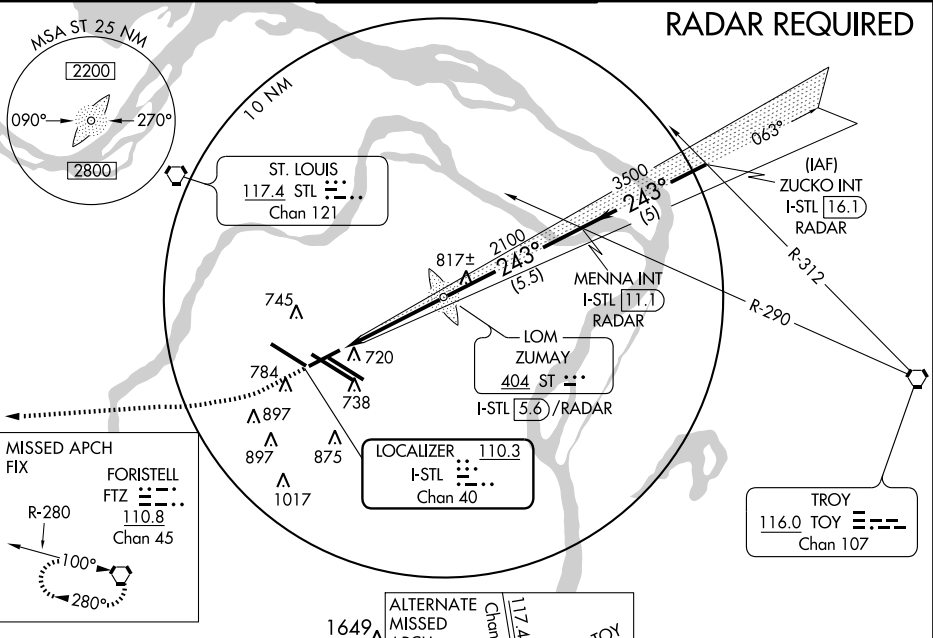
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

Procedure Turn NA	PAULY INT I-LMR 17.8 RADAR	NAIRN INT I-LMR 12.4 RADAR	OBLO LOM/INT I-LMR 7.2	1500 ↑	5000 ↷	STL R-128 117.4	FONTI △
	4500	3600	2327	I-LMR 3	I-LMR 1.8		
GS 3.00° TCH 54	5.3 NM 5.2 NM 4.2 NM 1.2 NM						
CATEGORY	A	B	C	D	E		
S-ILS 12R	790/40 250 (200-¾)						
S-LOC 12R	960/40 420 (400-¾)					960/50 420 (400-1)	
SIDESTEP RWY 12L	980-1 439 (400-1)		980-1½ 439 (400-1½)		980-2 439 (400-2)		

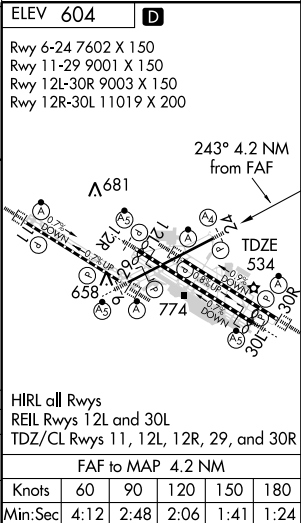
NC-3. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-STL	APP CRS	Rwy Idg	7602
110.3	243°	TDZE	534
Chan 40		Apt Elev	604

Inoperative table does not apply to S-LOC 24 Cat C. When MALS inoperative, increase visibility S-LOC 24 Cat E ¼ mile.		MALS 	MISSED APPROACH: Climb to 3000 then right turn direct FTZ VORTAC and hold.
ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)
			CLNC DEL 119.5 363.1



CATEGORY	A	B	C	D	E
S-ILS 24	784/40 250 (200-¾)				
S-LOC 24	1000/40 466 (400-¾)	1000/60 466 (400-1¼)	1000-1½ 466 (400-1½)		



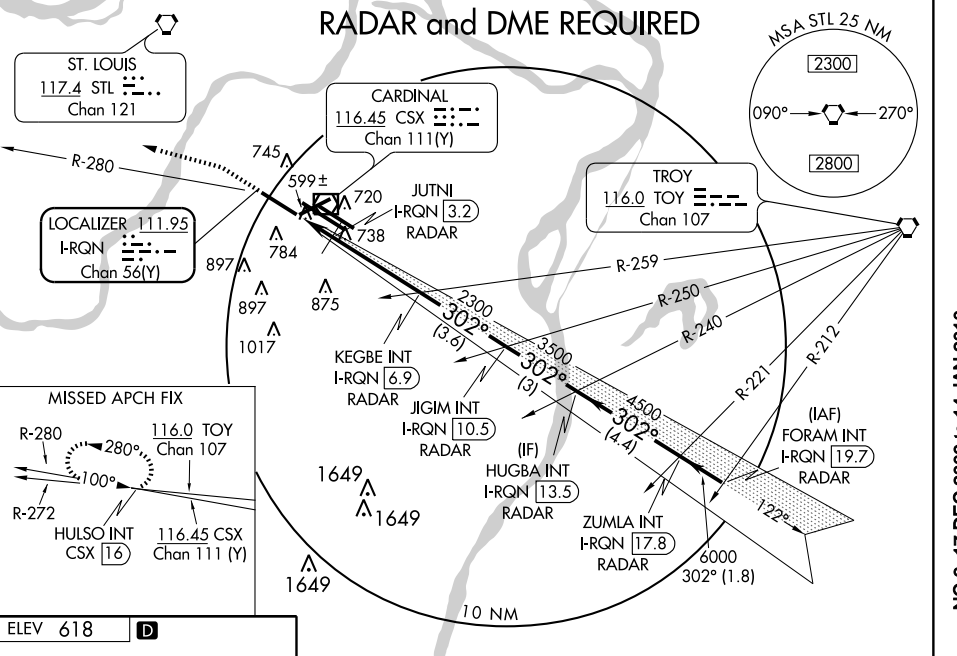
NC-3. 17 DEC 2009 to 14 JAN 2010

For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 5000; S-LOC Cats A/B visibility to RVR 5000, Cat E visibility to 1¾; JUTNI FIX MINIMUMS increase S-LOC Cats A/B visibility to RVR 5000, Cat E visibility to 1½. Visibility reduction by helicopters NA.

ALSF-2

MISSED APPROACH: Climb to 1040 then climbing left turn to 3000 via heading 285° and CSX VOR/ DME R-280 to HULSO/CSX 16 DME and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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ELEV 618	D	Rwy 6-24 7602 X 150 Rwy 11-29 9001 X 150 Rwy 12L-30R 9003 X 150 Rwy 12R-30L 11019 X 150	1040 3000 285°	CSX R-280 116.45	HULSO INT CSX 16	* When assigned by ATC, intercept glidepath at JIGIM, 3500; or HUGBA, 4500; or ZUMLA, 6000.	ZUMLA INT I-RQN 17.8	FORAM INT I-RQN 19.7
Disregard IM indications Autopilot coupled approach NA. % LOC only			VGSI and ILS glidepath not coincident			HUGBA INT I-RQN 13.5	RADAR	RADAR
JUTNI I-RQN 3.2			JIGIM INT I-RQN 10.5			RADAR	RADAR	RADAR
I-RQN 1.7			2300			3500*	4500*	6000*
1.5 NM			3.7 NM			3.6 NM	3 NM	4.4 NM
CATEGORY			A			B	C	D
S-ILS 29			830/40			250 (300-¾)		
S-LOC 29			1100/40			520 (500-¾)	1100/50	520 (500-1)
JUTNI FIX MINIMUMS			1100/60			520 (500-1½)		
S-LOC 29			1000/40			420 (400-¾)	1000/50	
						420 (400-1)		

HIRL all Rwys
REIL Rwy 12L and 30L
TDZ/CL Rwy 11, 12L, 12R, 29, and 30R

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

LOC I-BKY 111.5	APP CRS 302°	Rwy Idg 10818 TDZE 583 Apt Elev 618	
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ADF required.
For inoperative MALSR, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat E visibility to 2 miles.
* RVR 1800 authorized with the use of HD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 then direct OBLIO LOM/INT and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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ELEV 618

D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

HIRL all Rwws
REIL Rwws 12L and 30L
TDZ/CL Rwws 11, 12L, 12R, 29, and 30R

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

3000

LM

338

Procedure Turn NA

MOIDD OM/INT

2162

302°

4500

3500

2200

4.7 NM

4.8 NM

3.5 NM

GS 3.00°

TCH 58

CATEGORY	A	B	C	D	E
S-ILS 30L	* 783/24 200 (200-½)				
S-LOC 30L	1140/24 557 (600-½)	1140/50 557 (600-1)	1140/60 557 (600-1¼)	1140-1½ 557 (600-1½)	

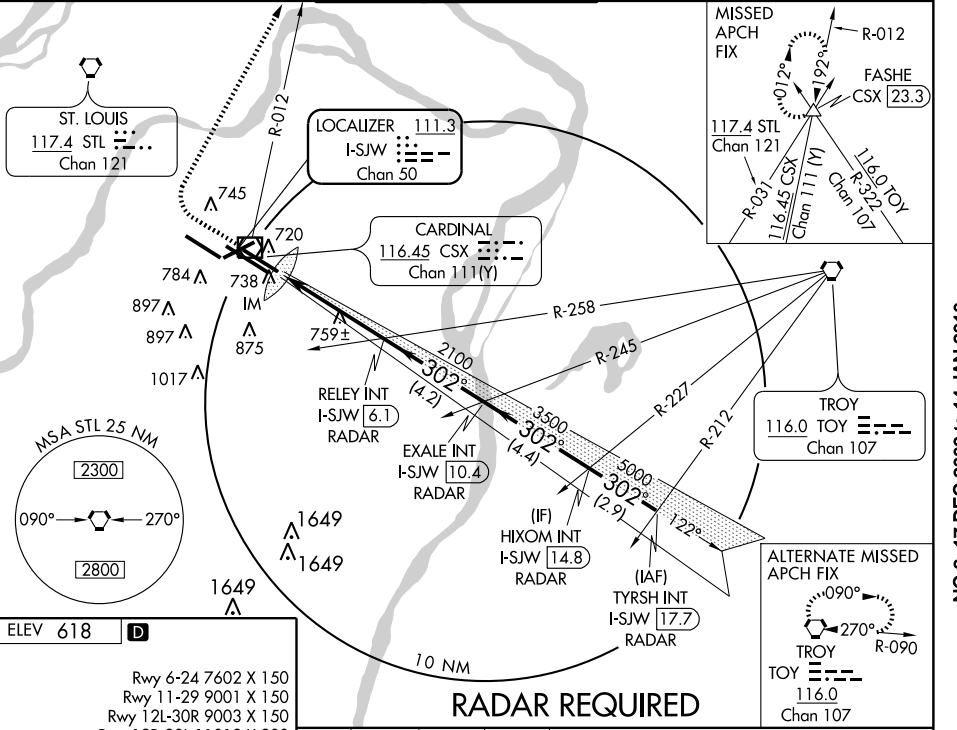
NC-3. 17 DEC 2009 to 14 JAN 2010

When ALSF inoperative, increase S-ILS visibility
Cat. E ¼ mile and S-LOC Cat. E ½ mile.
Disregard OM indication.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing
right turn to 3000 via heading 030° and CSX VOR/DME
R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

TDZE 605

302° 4.5 NM from FAF

HIRL all Rwys
REIL Rwy 12L and 30L
TDZ/CL Rwy 11, 12L, 12R, 29, and 30R

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

1020 ↑	3000 ↗ 030°	CSX R-012 116.45	FASHE △	*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.			
			RELEY INT I-SJW [6.1] RADAR	EXALE INT I-SJW [10.4] RADAR	HIXOM INT I-SJW [14.8] RADAR	TYRSH INT I-SJW [17.7] RADAR	
CATEGORY		A	B	C	D	E	
S-ILS 30R		805/18 200 (200-½)					805/24 200 (200-½)
S-LOC 30R		1020/24 415 (500-½)		1020/40 415 (500-¾)		1020/50 415 (500-1)	

NC-3, 17 DEC 2009 to 14 JAN 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

ILS PRM RWY 11

(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

LOC/DME I-OGZ 111.95 Chan 56(Y)	APP CRS 122°	Rwy Idg TDZE Apt Elev 9001 618 618
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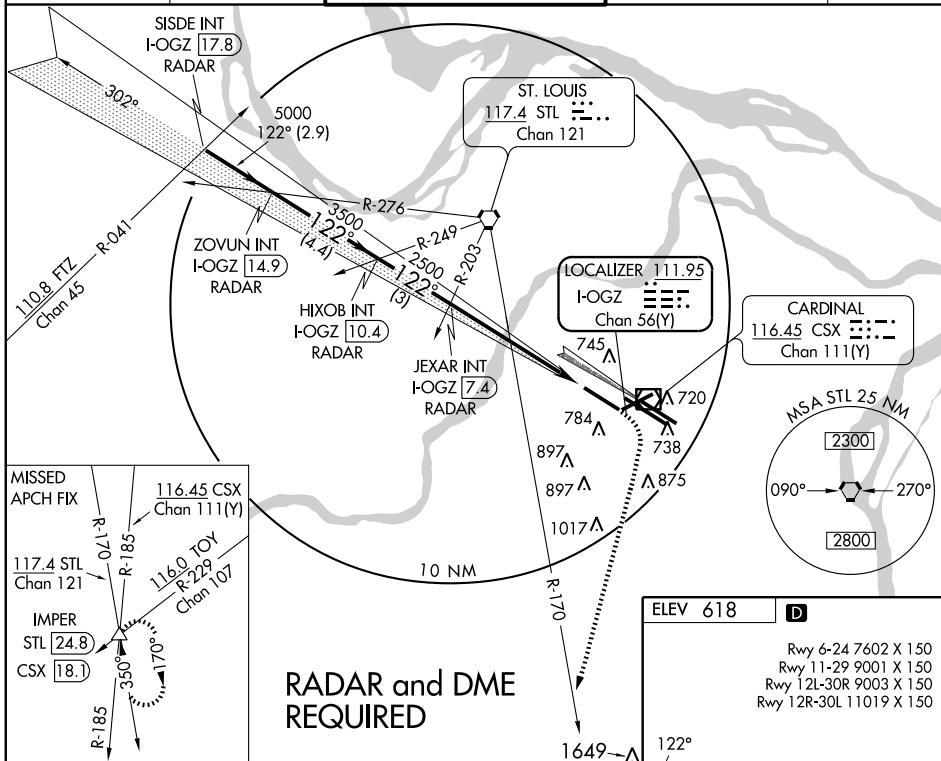
NA Dual VHF comm required. Disregard MM and IM indications.
See additional requirements on PRM information page.
For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 4000.
Simultaneous close parallel approach authorized with ILS PRM RWY 12L.
Procedure not authorized when glide slope not available.

ALSF-2



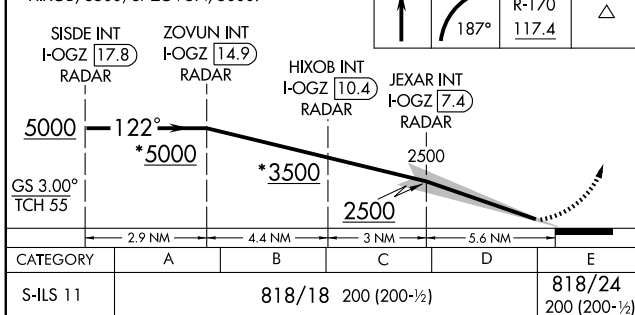
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

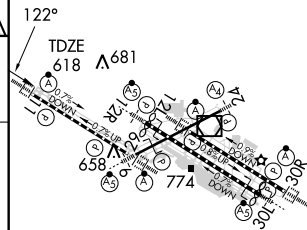


RADAR and DME REQUIRED

*When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.



ELEV 618	D
Rwy 6-24 7602 X 150	
Rwy 11-29 9001 X 150	
Rwy 12L-30R 9003 X 150	
Rwy 12R-30L 11019 X 150	



HIRL all Rwy
REIL Rwy 12L and 30L
TDZ/CL Rwy 11, 12L, 12R, 29, and 30R

NC-3, 17 DEC 2009 to 14 JAN 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
- (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

ST. LOUIS, MISSOURI

AL-360 (FAA)

ILS PRM RWY 11 (CAT II)

(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

LOC/DME I-OGZ 111.95 Chan 56(Y)	APP CRS 122°	Rwy Idg TDZE Apt Elev 9001 618 618
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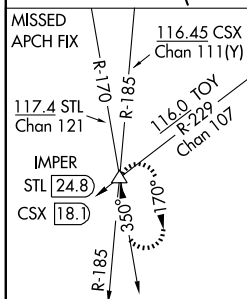
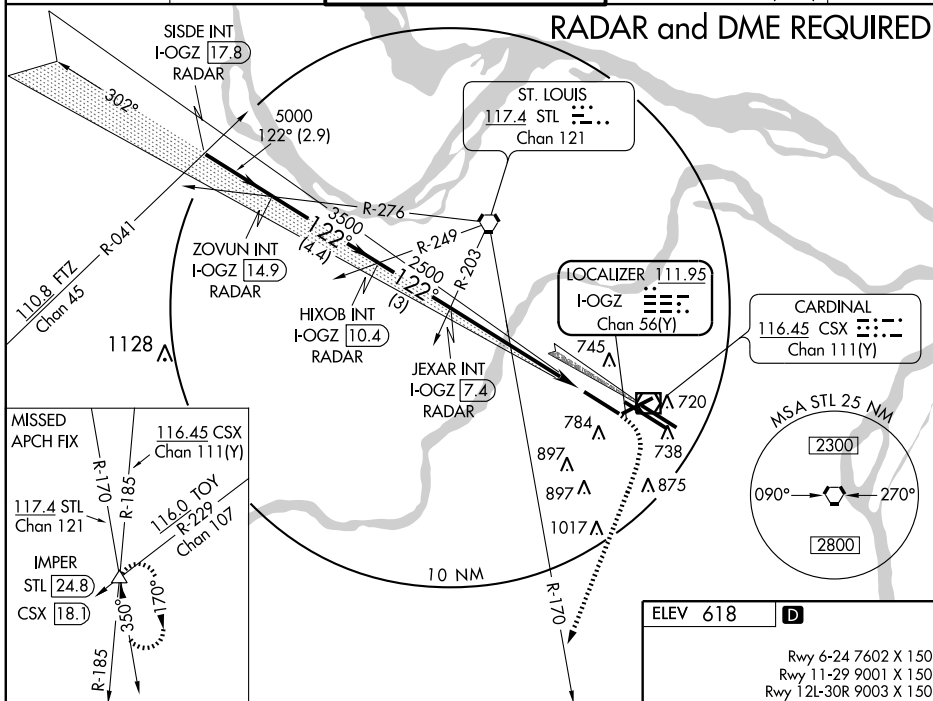
▲ Dual VHF comm required.
Disregard MM and IM indications.
▲ NA See additional requirements on PRM information page.
Simultaneous close parallel approach authorized with ILS PRM RWY 12L.
Procedure not authorized when glideslope not available.

ALS-F-2

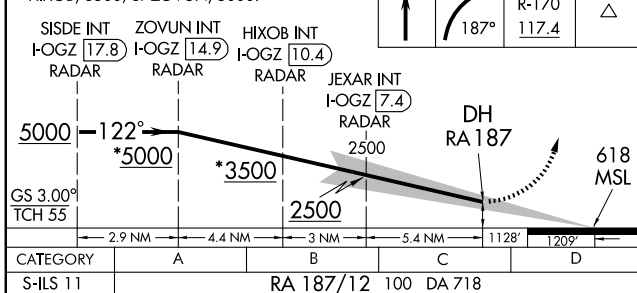


MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

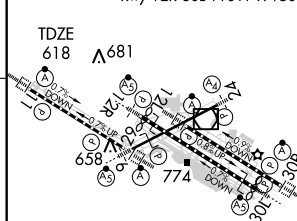
ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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*When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.



ELEV 618	D
Rwy 6-24 7602 X 150 Rwy 11-29 9001 X 150 Rwy 12L-30R 9003 X 150 Rwy 12R-30L 11019 X 150	



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIREL all Rwy's
REIL Rwy's 12L and 30L
TDZ/CL Rwy's 11, 12L, 12R, 29, and 30R

NC-3. 17 DEC 2009 to 14 JAN 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
- (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

ST. LOUIS, MISSOURI

AL-360 (FAA)

ILS PRM RWY 11 (CAT III)

(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

LOC/DME I-OGZ 111.95 Chan 56(Y)	APP CRS 122°	Rwy Idg TDZE Apt Elev 9001 618 618
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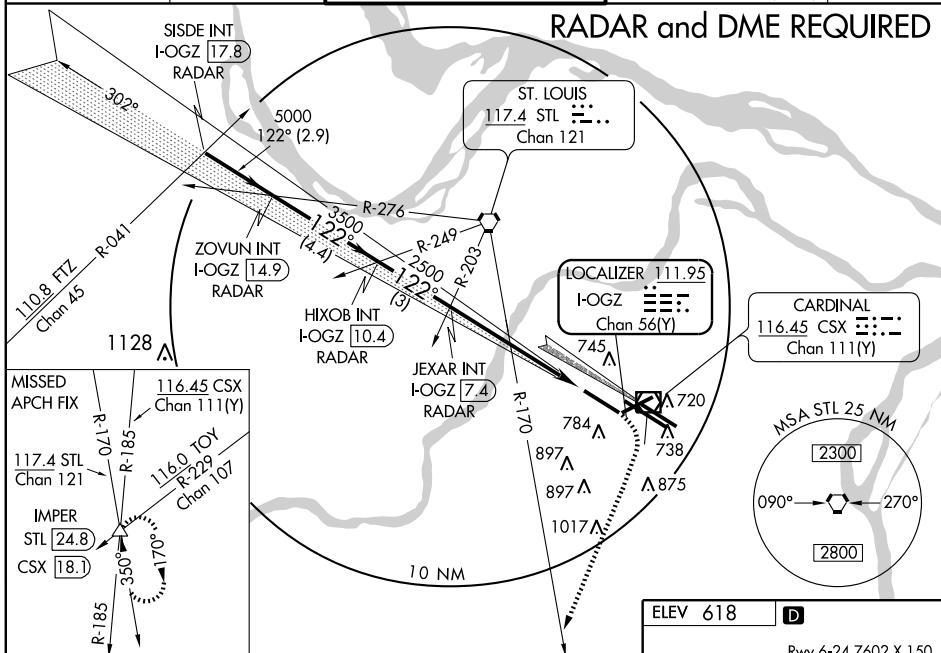
NA Dual VHF comm required.
Disregard MM and IM indications.
See additional requirements on PRM information page.
Simultaneous close parallel approach authorized with ILS PRM RWY 12L.
Procedure not authorized when glide slope not available.

ALS-F-2

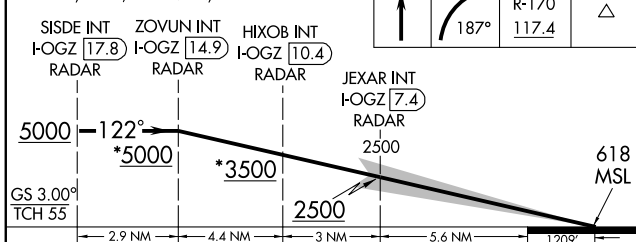


MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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*When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.



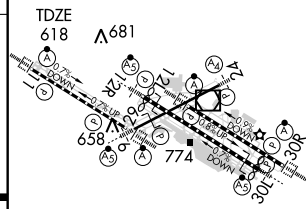
CATEGORY	A	B	C	D
S-ILS 11		CAT IIIa	RVR 07	
S-ILS 11		CAT IIIb	RVR 06	
S-ILS 11		CAT IIIc	NA	

**CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

ELEV 618

D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150



HIRL all Rwy's
REIL Rwy's 12L and 30L
TDZ/CL Rwy's 11, 12L, 12R, 29, and 30R

NC-3. 17 DEC 2009 to 14 JAN 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
- (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:



"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

LOC/DME I-LDZ 108.9 Chgn 26	APP CRS 122°	Rwy Idg 9003 TDZE 541 Apt Elev 618
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(SIMULTANEOUS CLOSE PARALLEL)

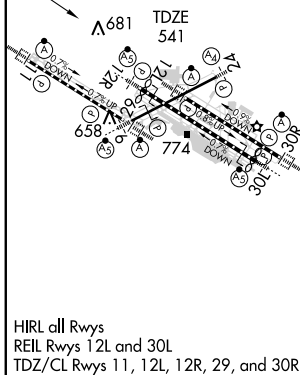
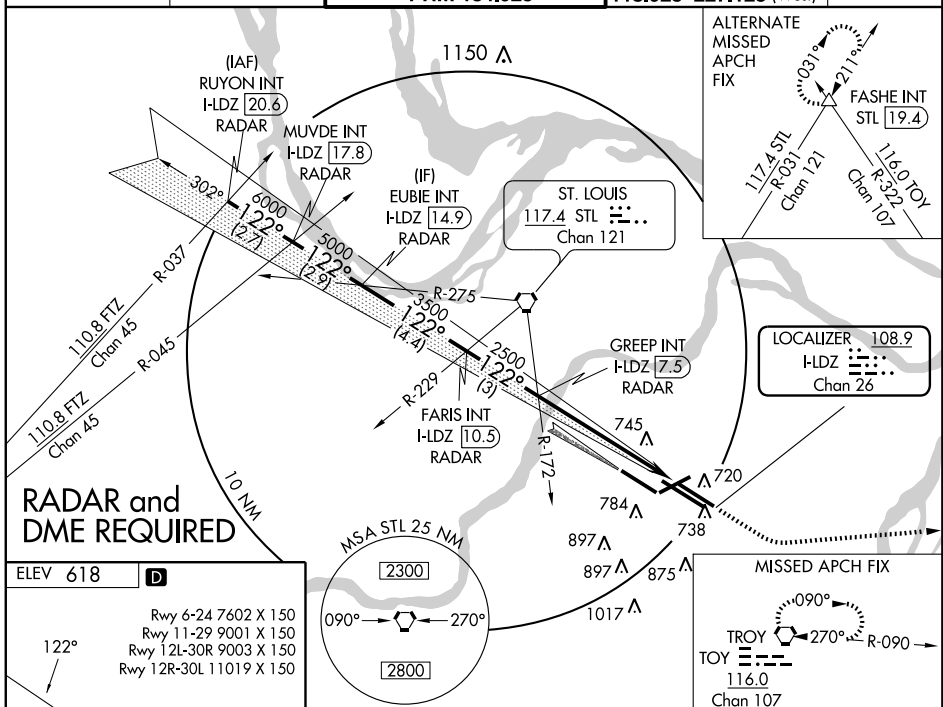
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

	Procedure not authorized when glideslope not available.
	Dual VHF comm required.
NA	Disregard MM and IM indications.
	See additional requirements on PRM information page.
	When ALSF-2 inoperative, increase Cat E S-ILS visibility to RVR 4000.
	Simultaneous close parallel approach authorized with ILS PRM RWY 11, ILS PRM RWY 11 (CAT III), and ILS PRM RWY 11 (CAT III).

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

ATIS	ST. LOUIS APP CON	N 120.05	284.6	S 118.5	257.7	121.9	348.6 (Inbound)	CLNC DEL
125.025	379.925	133.55	338.25	W 132.475	239.275	121.65	387.05 (Outbound)	119.5
				PRM	134.925	118.925	227.125 (West)	363.1



* When assigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.

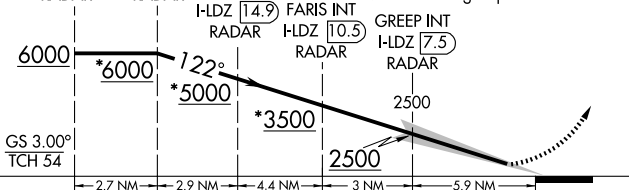
RUYON INT	MUVDE INT
I-LDZ 20.6	I-LDZ 17.8
RADAR	RADAR

EUBIE INT

9) FARIS IN
I-LDZ 10
RADAR

VGSI and ILS
GREEP INT
I-LDZ 7.5
RADAR

VGS and ILS a|idepath not coincident



CATEGORY	A	B	C	D	E
S-ILS 12L	741/18 200 (200-½)				741/24 200 (200-½)

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
- (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
- (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

NC-3, 17 DEC 2009 to 14 JAN 2010

CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwy's
REIL Rwy's 12L and 30L
TDZ/CL Rwy's 11, 12L, 12R, 29, and 30R

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
- (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

ST. LOUIS, MISSOURI

AL-360 (FAA)

ILS PRM RWY 29

(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

LOC/DME I-RQN 111.95 Chan 56(Y)	APP CRS 302°	Rwy Idg TDZE Apt Elev 9001 580 618
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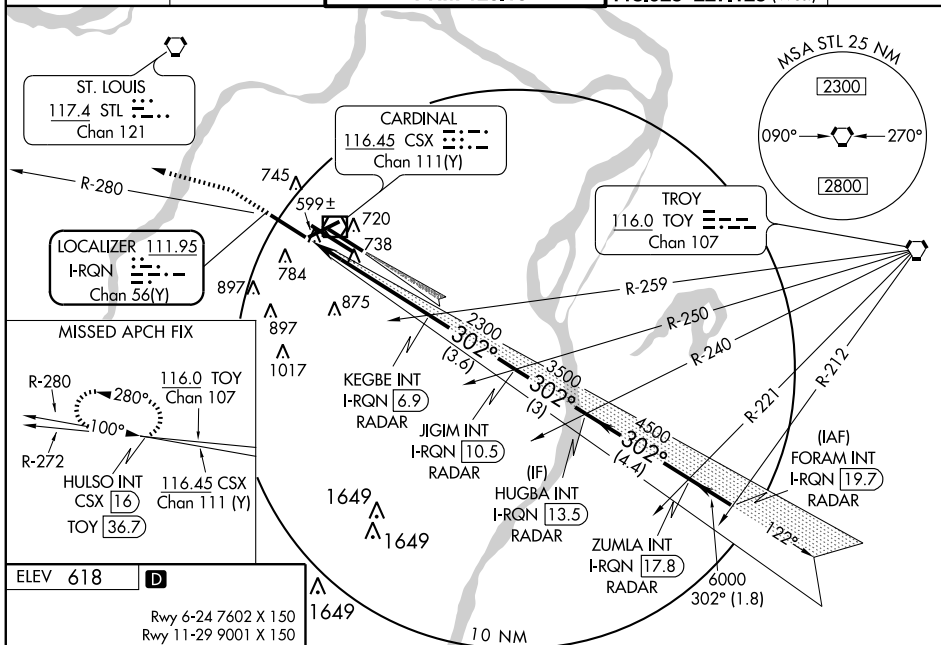
Procedure not authorized when glide slope not available.
Dual VHF comm required. DME Required.
See additional requirements on PRM information page.
For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 5000.
Simultaneous close parallel approach authorized
with ILS PRM RWY 30R, ILS PRM RWY 30R (CAT II),
and ILS PRM RWY 30R (CAT III).

ALSF-2



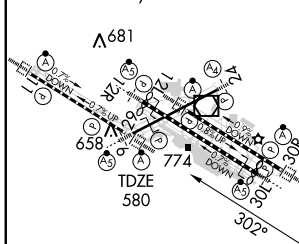
MISSED APPROACH: Climb to 1040 then
climbing left turn to 3000 via heading 285°
and CSX VOR/DME R-280 to HULSO/CSX
16 DME and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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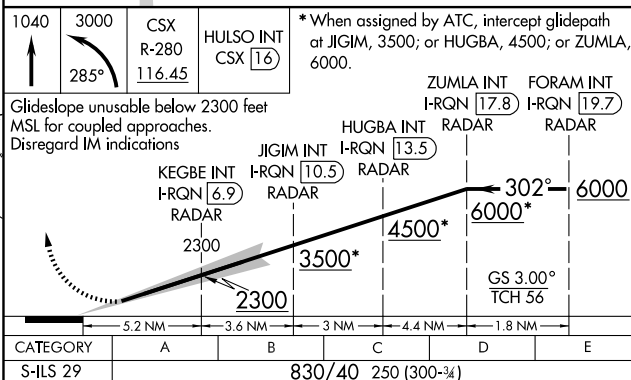


ELEV 618

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150



RADAR and DME REQUIRED



NC-3, 17 DEC 2009 to 14 JAN 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 29 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
- (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

LOC/DME I-SJW <u>111.3</u> Chgn 50	APP CRS 302°	Rwy Idg 9003 TDZE 605 Apt Elev 618
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(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

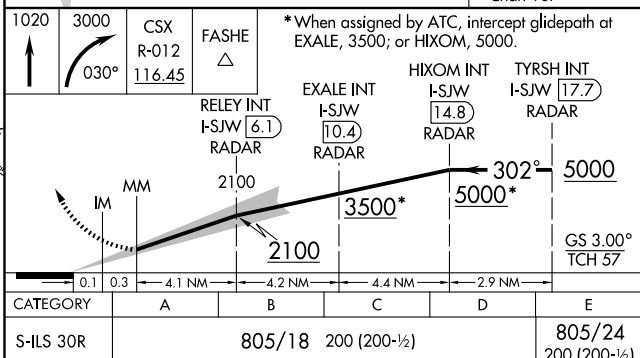
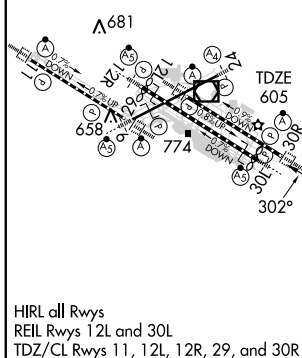
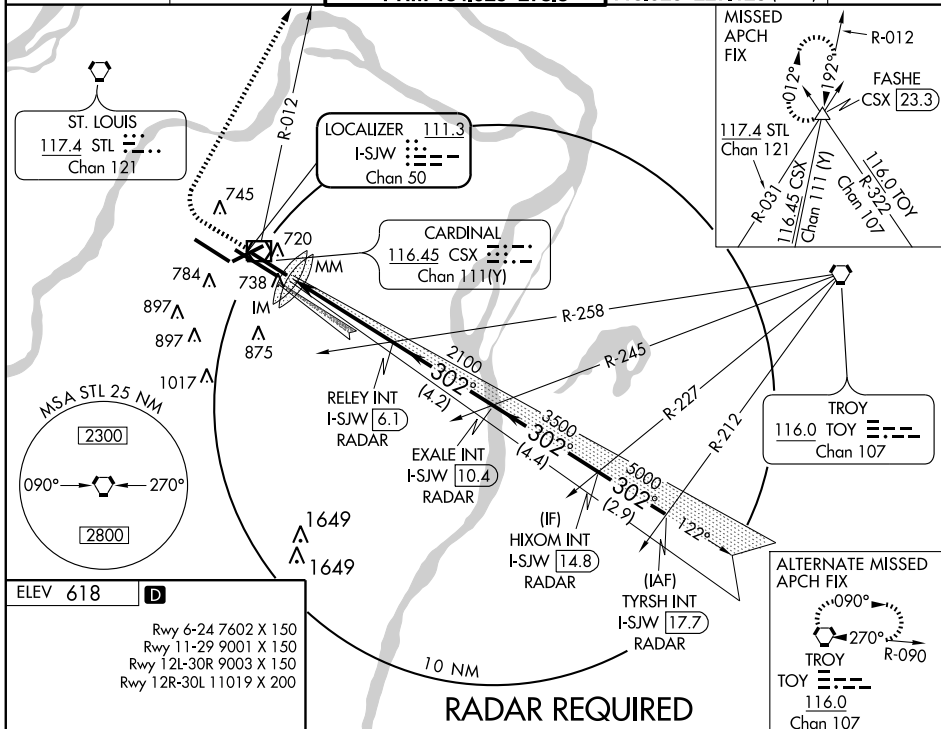
▼ Rwy 30L and Rwy 30R separated by 1300' centerline to centerline.
When ALS inoperative, increase S-ILS visibility Cat. E $\frac{1}{4}$ mile.
Simultaneous close parallel approach authorized with LDA PRM RWY 30L or ILS PRM RWY 29.
Dual VHF comm required.
Procedure NA when glideslope not available.
See additional requirements on PRM information page.

ALSF-2



MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER				GND CON				CLNC DEL
125.025 379.925	133.55 338.25	N 120.05	284.6	S 118.5	257.7	121.9	348.6 (Inbound)			119.5 363.1
		W 132.45	239.275			121.65	387.05 (Outbound)			
		PRM 134.925	278.3			118.925	227.125 (West)			



ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
- (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

ST. LOUIS, MISSOURI

AL-360 (FAA)

ILS PRM RWY 30R (CAT II)

(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

LOC/DME I-SJW 111.3 Chan 50	APP CRS 302°	Rwy Idg TDZE Apt Elev 9003 605 618
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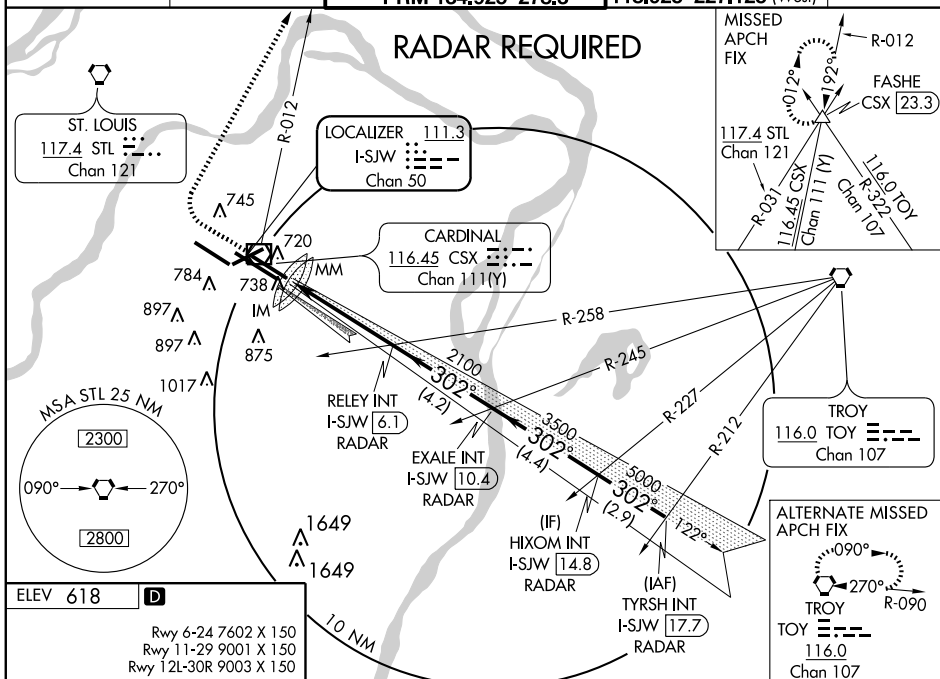
▼ Rwy 30L and Rwy 30R separated by 1300' centerline to centerline.
Simultaneous close parallel approach authorized with LDA PRM RWY 30L or ILS PRM RWY 29.
Dual VHF comm required.
Procedure NA when glideslope not available.
See additional requirements on PRM information page.

ALSF-2



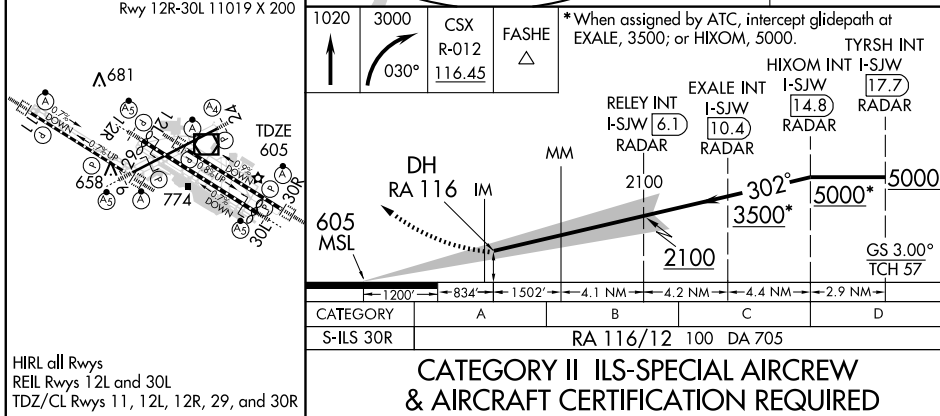
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925 278.3	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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ELEV 618 **D**

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



NC-3, 17 DEC 2009 to 14 JAN 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
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"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

1020 ↑	3000 ↗ 030°	CSX R-012 116.45	FASHE △				
<p>*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.</p>							
CATEGORY		A		B		D	
S-ILS 30R				CAT IIIa		RVR 07	
S-ILS 30R				CAT IIIb		RVR 06	
S-ILS 30R				CAT IIIc		NA	
<p>CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED</p>							

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:

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"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

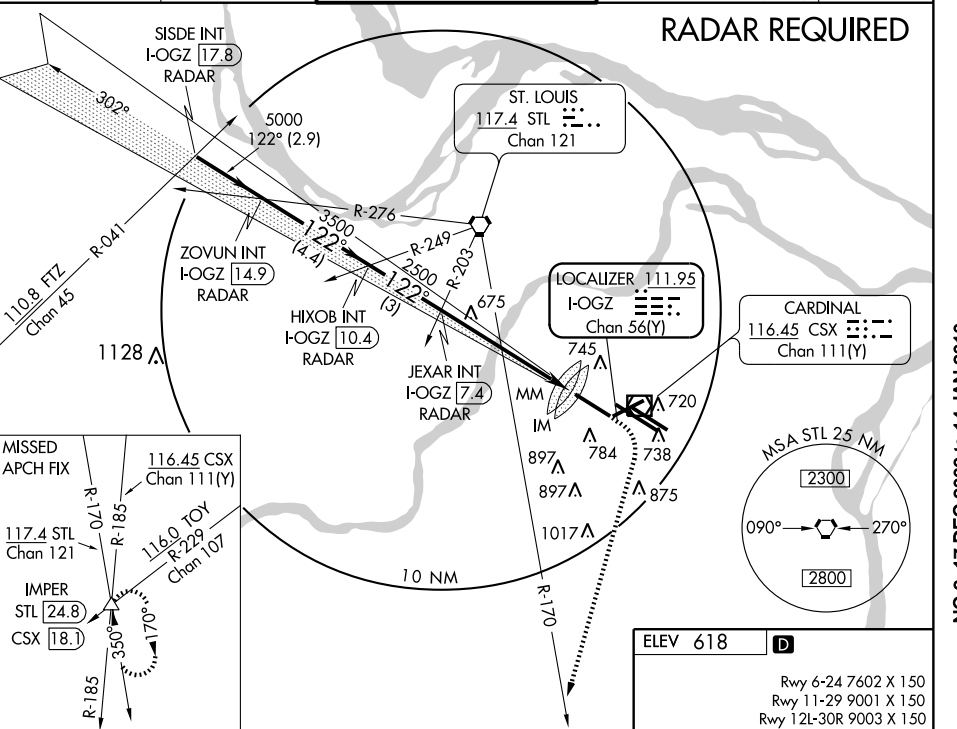
4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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* When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

SISDE INT I-OGZ 17.8 RADAR

ZOVUN INT I-OGZ 14.9 RADAR

HIXOB INT I-OGZ 10.4 RADAR

JEXAR INT I-OGZ 7.4 RADAR

5000

122°

*5000

*3500

2500

2500

1651'

1128'

1209'

618 MSL

CATEGORY

A

B

C

D

S-ILS 11

RA 187/12 100 DA 718

ELEV 618

D

Rwy 6-24 7602 X 150

Rwy 11-29 9001 X 150

Rwy 12L-30R 9003 X 150

Rwy 12R-30L 11019 X 150

TDZE 618

A 681

12R

12L

30R

30L

29

11

6

24


187

12

100

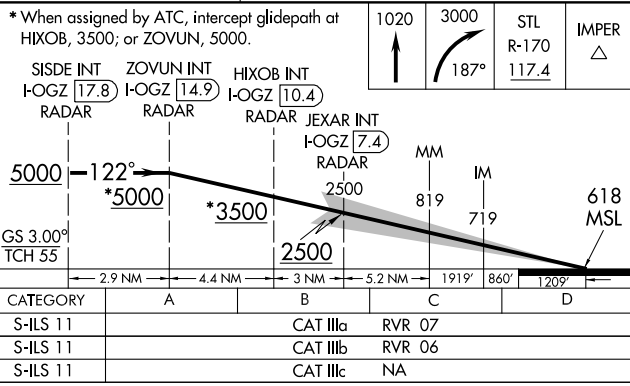
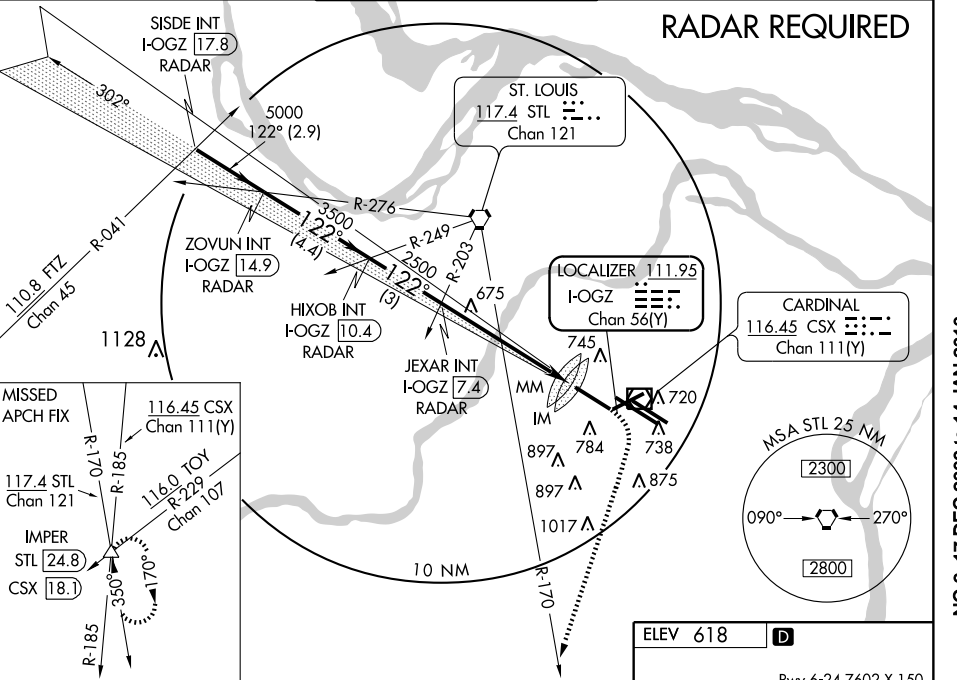
718

NC-3. 17 DEC 2009 to 14 JAN 2010

 ALSF-2

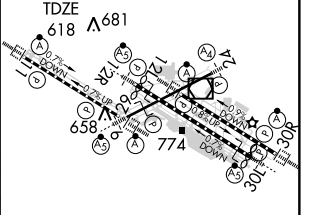
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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ELEV 618 **D**



Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150

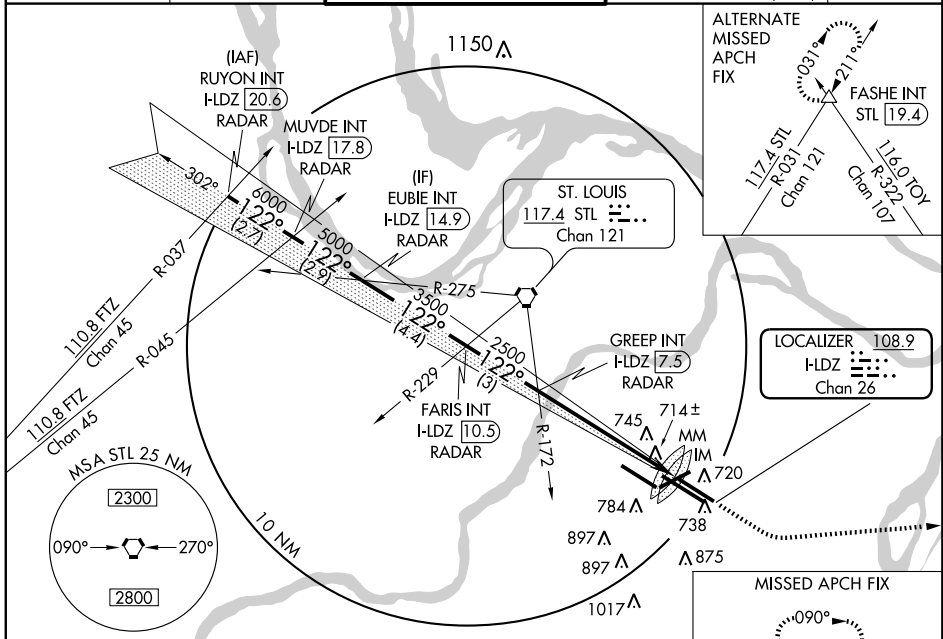


HIRL all Rwy's
REIL Rwy's 12L and 30L
TDZ/CL Rwy's 11, 12L, 12R, 29, and 30R

LOC/DME I-LDZ 108.9 Chan 26	APP CRS 122°	Rwy Idg 9003 TDZE 541 Apt Elev 618
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ILS RWY 12L (CAT II)
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

						MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.			
ATIS 125.025 379.925		ST. LOUIS APP CON 133,55 338,25		ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275		GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)		CLNC DEL 119.5 363.1	



NC-3 17 DEC 2009 to 14 JAN 2010

ELEV 618	D
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RADAR and DME REQUIRED

* When assigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.

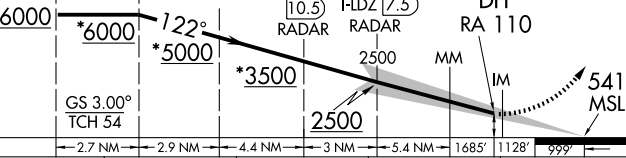
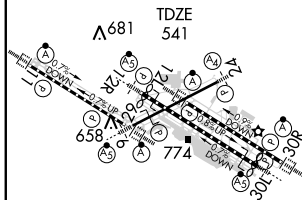
RUYON INT MUVDE INT
I-LDZ 20.6 I-LDZ 17.8

EUBIE INT
I-LDZ 14.9
RADAR

FARIS INT
I-LDZ G
10.5 I
RADAR

VGSI at
GREEN INT
-LDZ 7.5
RADAR

and ILS glidepath not coincident



CATEGORY	A	B	C	D
S-ILS 12L	RA 110/12 100 DA 641			

HIRL all Rwy's
REIL Rwy's 12L and 30L
TDZ/CL Rwy's 11, 12L, 12R, 29, and 30R

CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

ATIS
125.025 379.925

ST. LOUIS APP CON
133.55 338.25

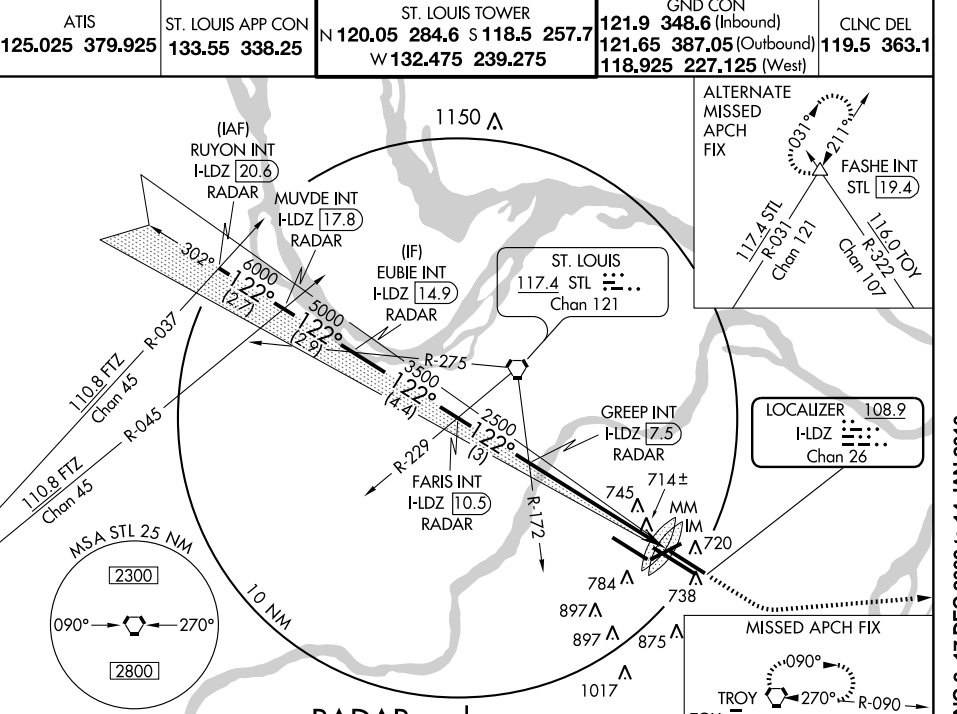
ST. LOUIS TOWER
N 120.05 284.6 S 118.5 257.7
W 132.475 239.275

GND CON
121.9 348.6 (Inbound)
121.65 387.05 (Outbound)
118.925 227.125 (West)

CLNC DEL
119.5 363.1

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.



ELEV 618

D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150

TDZE 541

HIRL all Rwws
REIL Rwws 12L and 30L
TDZ/CL Rwws 11, 12L, 12R, 29, and 30R

RADAR and DME REQUIRED

*When assigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.

RUYON INT I-LDZ 20.6 RADAR
MUVDE INT I-LDZ 17.8 RADAR
EUBIE INT I-LDZ 14.9 RADAR
FARIS INT I-LDZ 10.5 RADAR
GREEP INT I-LDZ 7.5 RADAR

GS 3.00° TCH 54

2500 3000 TOY 116.0

VGSI and ILS glidepath not coincident

CATEGORY	A	B	C	D
S-ILS 12L		CAT IIIa	RVR 07	
S-ILS 12L		CAT IIIb	RVR 06	
S-ILS 12L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 17 DEC 2009 to 14 JAN 2010

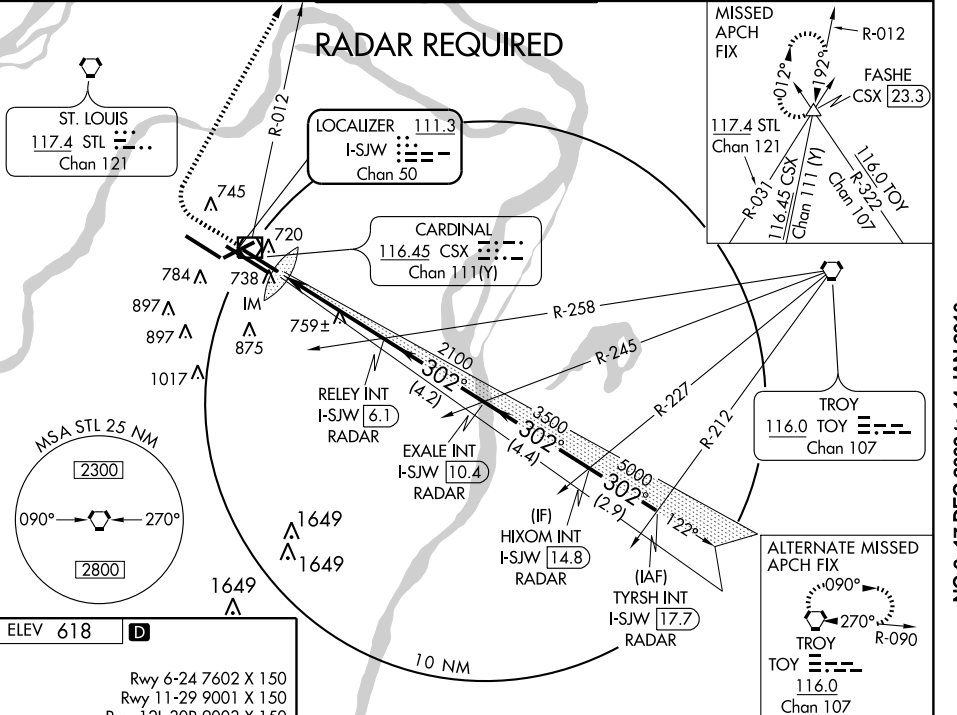
LOC/DME I-SJW	APP CRS	Rwy Idg	9003
111.3	302°	TDZE	605
Chan 50		Apt Elev	618

Disregard OM indication.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



1020 3000 CSX R-012 116.45 FASHE

*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.

TYRSH INT HIXOM INT I-SJW 17.7 RADAR

EXALE INT I-SJW 10.4 RADAR

RELEY INT I-SJW 6.1 RADAR

RA 116 2100 3500* 5000

IM 605 MSL

GS 3.00° TCH 57

CATEGORY	A	B	C	D
S-ILS 30R	RA 116/12 100 DA 705			

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3. 17 DEC 2009 to 14 JAN 2010

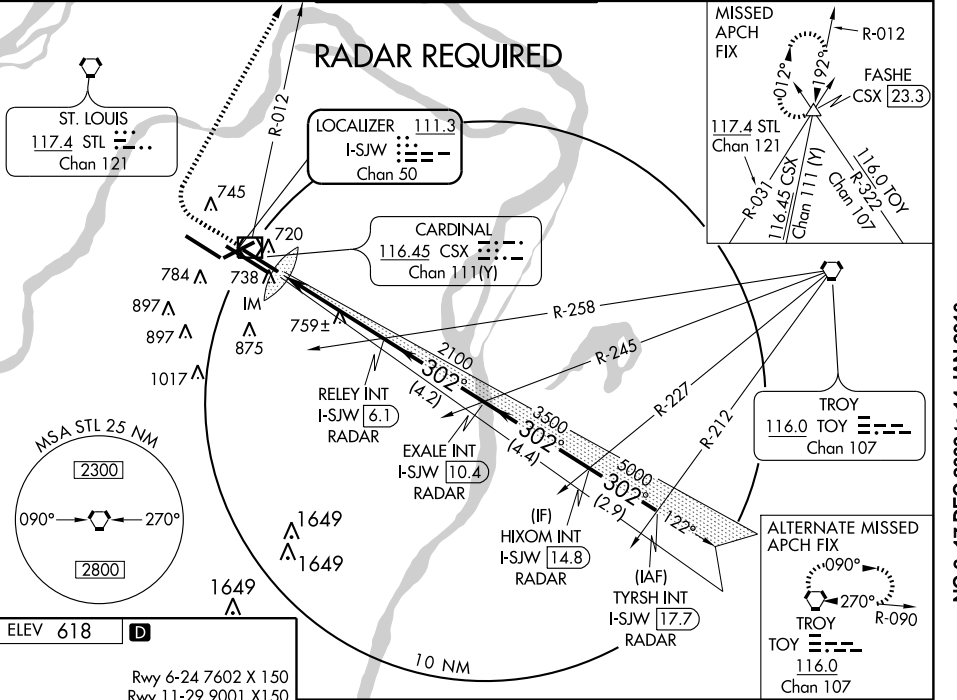
LOC/DME I-SJW	APP CRS	Rwy Idg	9003
111.3	302°	TDZE	605
Chan 50		Apt Elev	618

Disregard OM indication.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



1020 3000

CSX R-012 116.45

FASHE

RELEY INT I-SJW [6.1] RADAR

EXALE INT I-SJW [10.4] RADAR

HIXOM INT I-SJW [14.8] RADAR

TYRSH INT I-SJW [17.7] RADAR

GS 3.00° TCH 57

605 MSL

704

2100

3500*

5000*

5000

1200' 818' 4.4 NM 4.2 NM 2.9 NM

*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.

CATEGORY	A	B	C	D
S-ILS 30R		CAT IIIa	RVR 07	
S-ILS 30R		CAT IIIb	RVR 06	
S-ILS 30R		CAT IIIc	NA	

CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED





NC-3. 17 DEC 2009 to 14 JAN 2010

AL-360 (FAA)

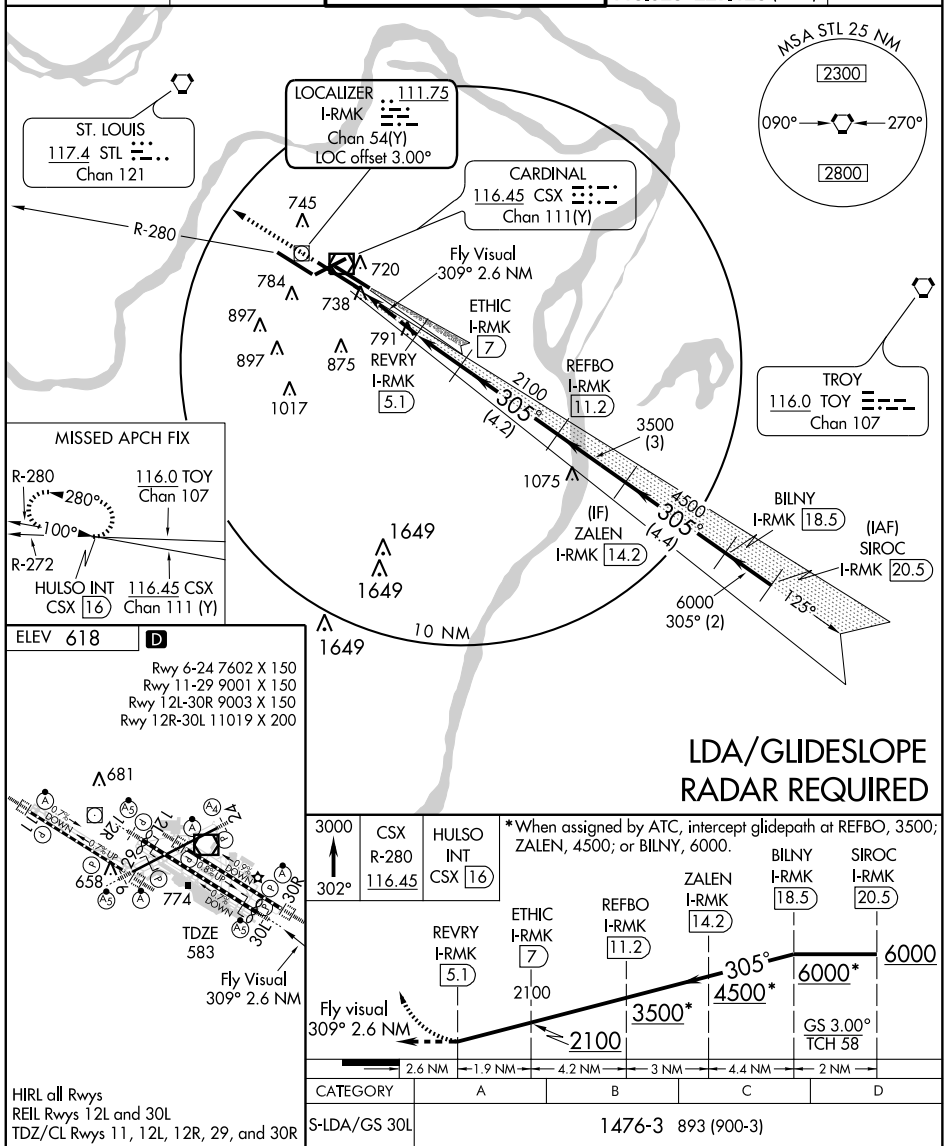
LOC/DME I-RMK 111.75 Chan 54 (Y)	APP CRS 305°	Rwy Idg 10818 TDZE 583 Apt Elev 618
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LDA/DME RWY 30L

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

<p>  Inoperative table does not apply.  Procedure NA when glideslope not available. Localizer unusable from MAP inbound. </p>	<p>  MALSR  AS </p>	<p> MISSED APPROACH: Climb to 3000 via heading 302° and CSX VOR/DME R-280 to HULSO/CSX 16 DME and hold. </p>
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ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



NC-3 17 DEC 2009 to 14 JAN 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the LDA PRM approach. If later advised to expect an LDA approach, the ILS/PRM chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect LDA approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
- (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **STL Visual Segment.** If advised that there is traffic on the 30R ILS, pilots may continue past the LDA MAP if:

- (a) The ILS traffic is in sight and is expected to remain in sight.
- (b) ATC has been advised that "traffic is in sight". (ATC is not required to acknowledge this transmission)
- (c) The runway environment is in sight.

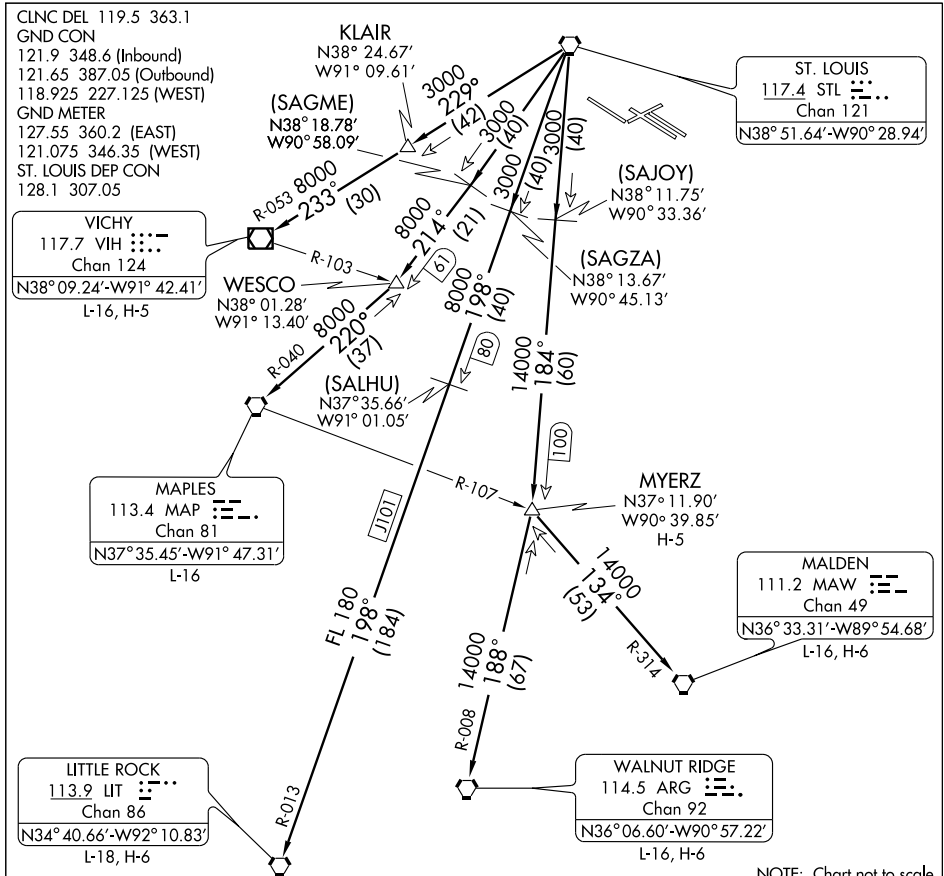
Otherwise, a missed approach must be executed at the LDA MAP. Between the LDA MAP and the runway threshold, pilots are responsible for separating themselves visually from the traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic, until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with the ILS traffic is lost, advise ATC as soon as practical and execute the published missed approach, unless otherwise instructed by ATC.

LINDBERGH TWO DEPARTURE

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

SL-360 (FAA)

ST. LOUIS, MISSOURI



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Turbojet departures climb and maintain 5000 feet or assigned altitude. Propeller driven departures climb and maintain 3000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

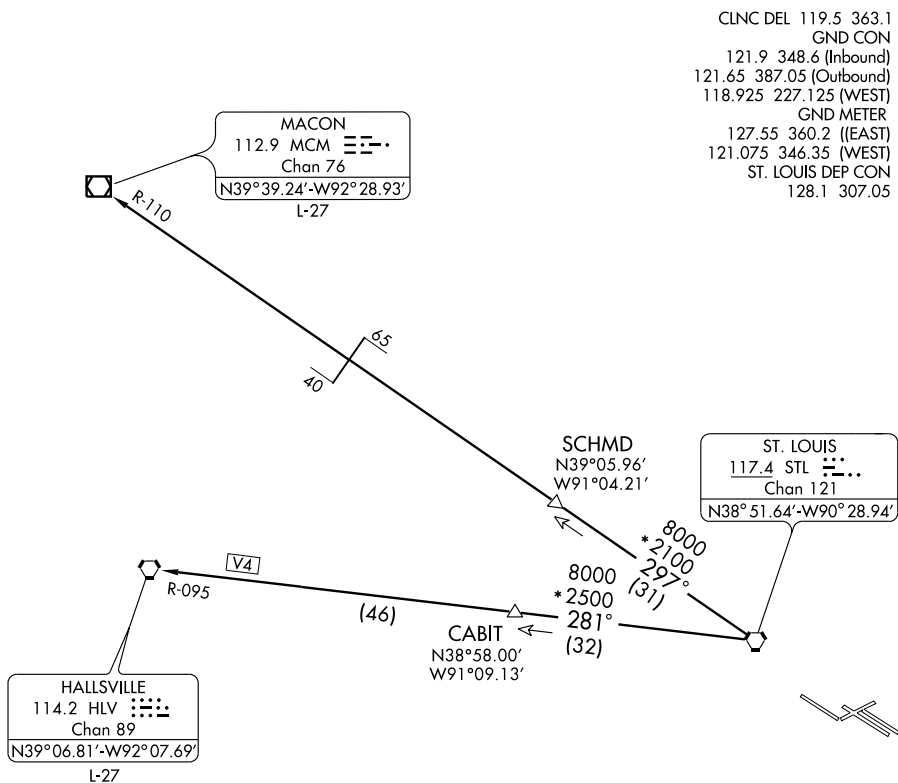
MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAP VORTAC.

MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

OZARK THREE DEPARTURE



TAKEOFF MINIMUMS: All runways standard.

NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Turbojets: Maintain 5000 feet or higher assigned altitude. All others: Maintain 3000 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281 and HLV R-095 to HLV VORTAC.

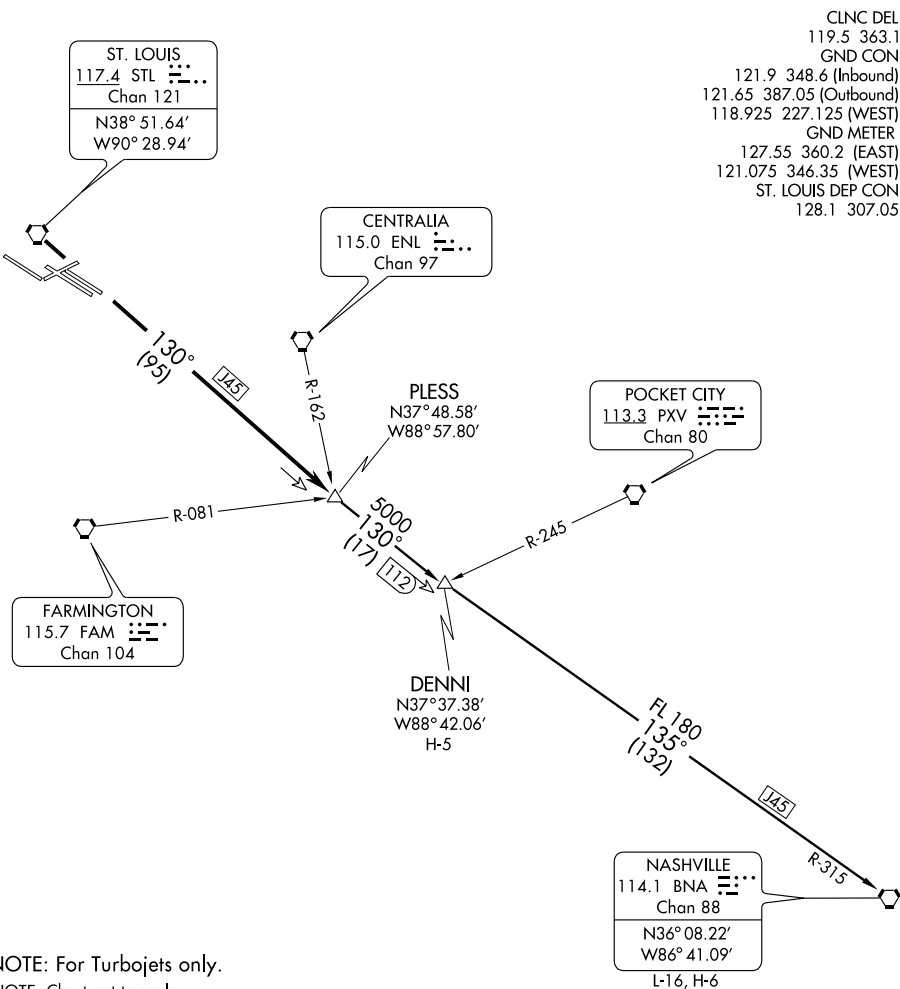
MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

LESS ONE DEPARTURE

SL-360 (FAA)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

ST. LOUIS, MISSOURI



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Departures climb and maintain 5000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT via STL R-130 to DENNI INT.

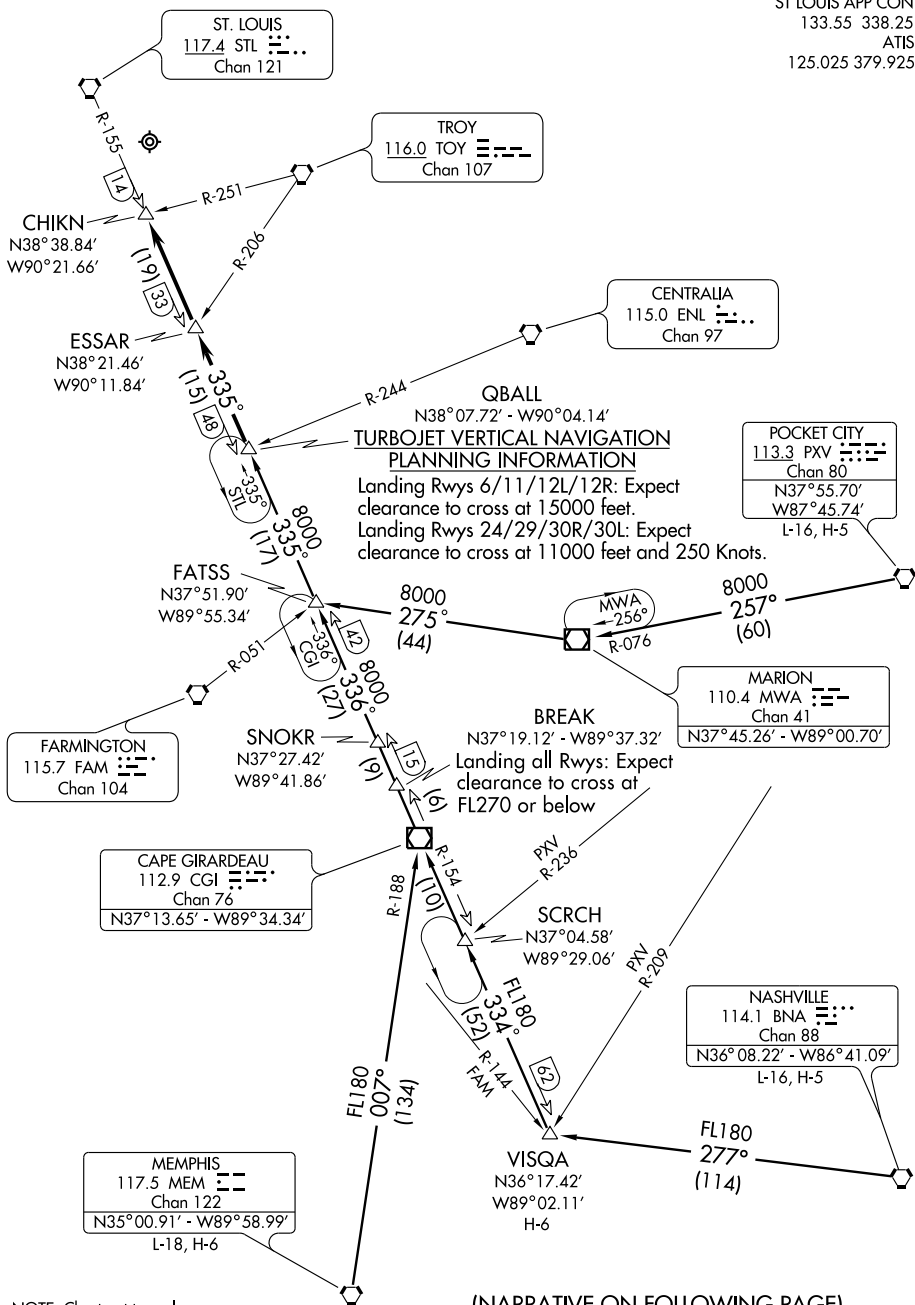
NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT via STL R-130 and BNA R-315 to BNA VORTAC.

ST LOUIS APP CON

133.55 338.25

ATIS

125.025 379.925



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3. 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

MEMPHIS TRANSITION (MEM.QBALL6): From over MEM VORTAC via MEM R-007 and CGI R-188 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

NASHVILLE TRANSITION (BNA.QBALL6): From over BNA VORTAC via BNA R-277 to VISQA INT, then via CGI R-154 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

POCKET CITY TRANSITION (PXV.QBALL6): From over PXV VORTAC via PXV R-257 and MWA R-076 to MWA VOR/DME, then via MWA R-275 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

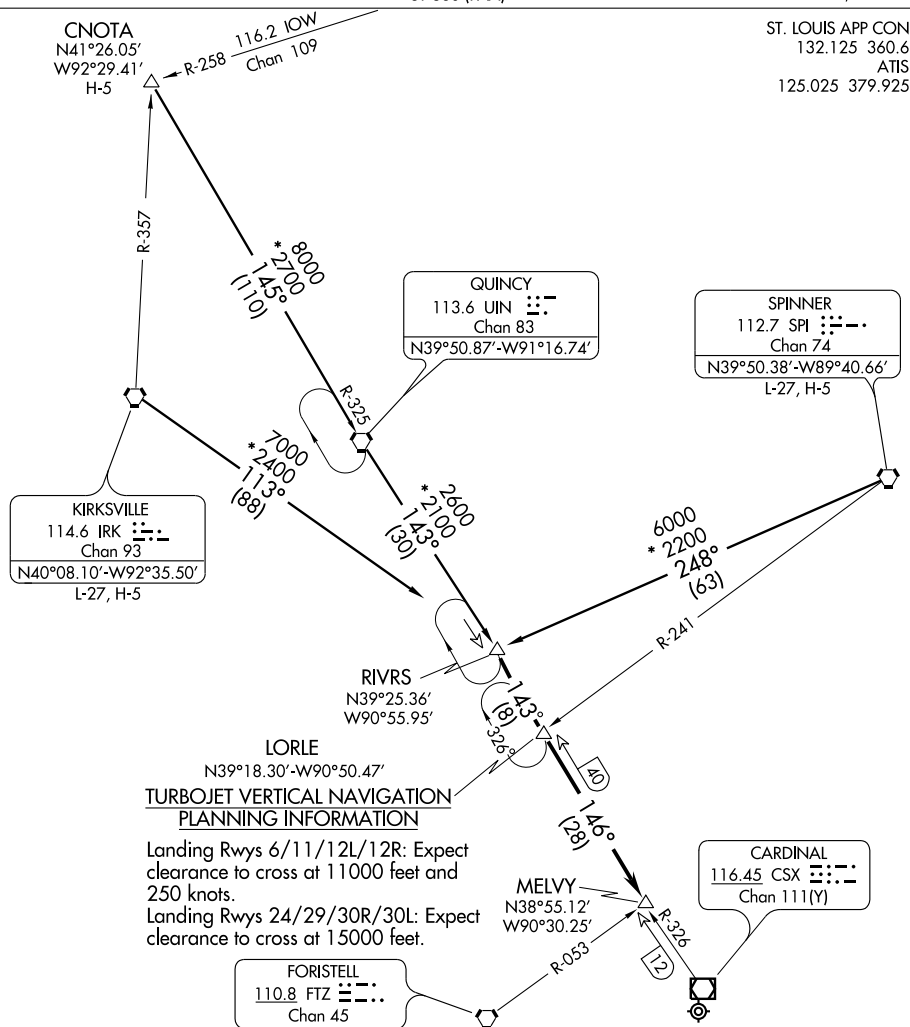
VISQA TRANSITION (VISQA.QBALL6): From over VISQA INT via CGI R-154 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

. . . .LANDING RWYS 6/11/12L/12R: From over QBALL INT via STL R-155 to CHIKN INT. Expect radar vectors to final approach course.

. . . .LANDING RWYS 24/29/30R/30L: From over QBALL INT via STL R-155 to ESSAR INT. Expect radar vectors to final approach course.

RIVERS THREE ARRIVAL

ST-360 (FAA)

LAMBERT-ST. LOUIS INTL
ST. LOUIS, MISSOURI

NOTE: Chart not to scale.

SPINNER TRANSITION (SPI.RIVRS3): From over SPI VORTAC via SPI R-248 to RIVRS INT. Thence....

CNOTA TRANSITION (CNOTA.RIVRS3): From over CNOTA INT via UIN R-325 to UIN VORTAC then via UIN R-143 to RIVRS INT. Thence....

KIRKSVILLE TRANSITION (IRK.RIVRS3): From over IRK VORTAC via IRK R-113 to RIVRS INT. Thence....

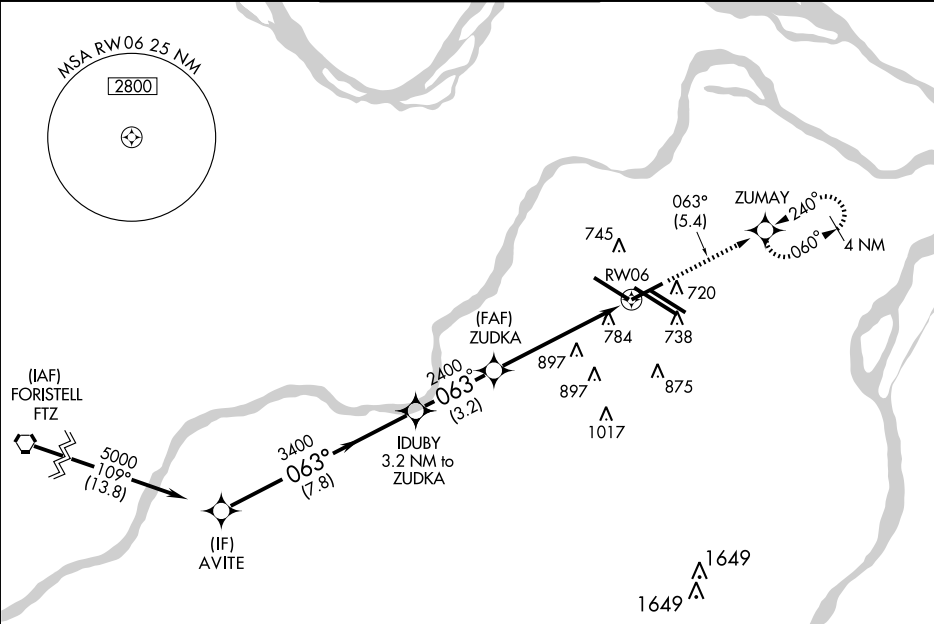
Landing all runways....From over RIVRS INT via UIN R-143 to LORLE INT, then via CSX R-326 to MELVY INT, thence expect vectors to final approach course.

APP CRS	Rwy Idg	7602
063°	TDZE	551
	Apt Elev	604

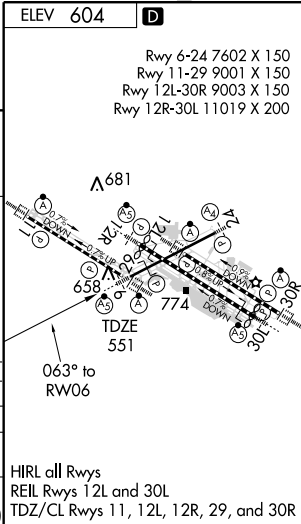
RNAV (GPS) RWY 6

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

<div><div><div><div></div><div></div></div><div>GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.</div></div><div><div><div></div><div></div></div><div>Baro-VNAV NA below -16° C (3°F)</div></div></div>		<div><div><div></div><div></div></div><div>MALSR</div></div> <div><div><div></div><div></div></div><div>A5</div></div>	MISSED APPROACH: Climb to 3000 via 063° course to ZUMAY WP and hold.		
ATIS 125.025 379.925		ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1



	AVITE	IDUBY 3.2 NM to ZUDKA	ZUDKA	3000	ZUMAY
	5000	3400	2400	063°	
Procedure	Turn				
NA					
GS 3.00°					
TCH 51					
	7.8 NM	3.2 NM	3.8 NM	1.8 NM	
CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV	DA	1040/60 489 (500-1½)			
LNAV MDA	1160/40 609 (600-¾)	1160/60 609 (600-1¼)	1160-1½ 609 (600-1½)	1160-1¾ 609 (600-1¾)	



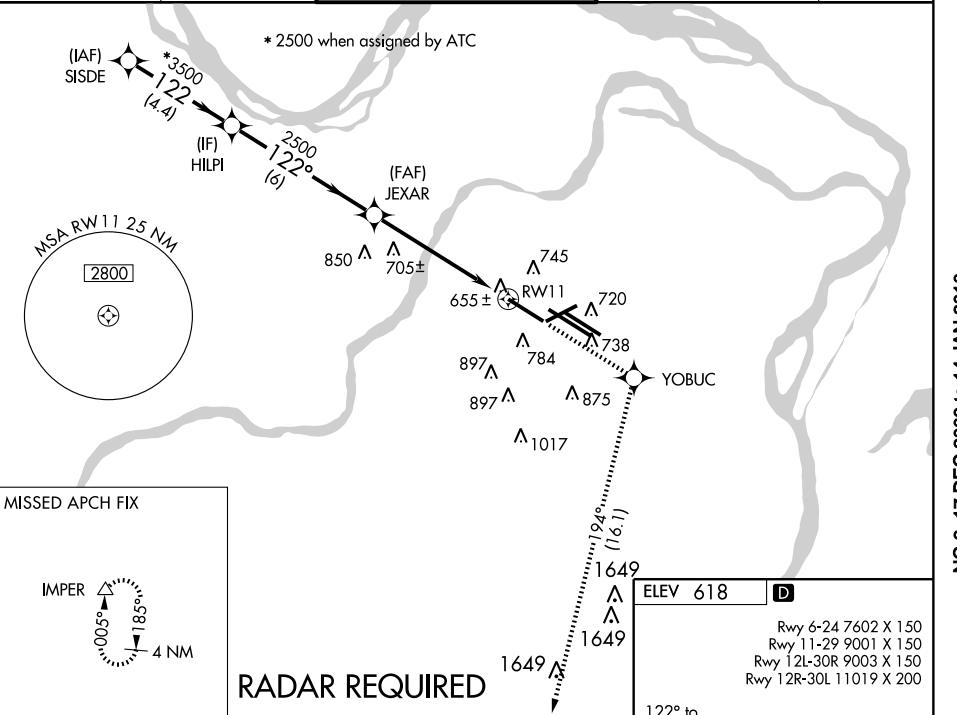
⚠ For inoperative ALSF-2, increase LPV all Cats visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000 and LNAV Cat D visibility to RVR 6000 and Cat E visibility to 1½.
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F).

ALSF-2

A

MISSED APPROACH: Climb to 3000 direct YOBUC and via 194° track to IMPER and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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VGSI and RNAV glidepath not coincident.				
SISDE * 2500 when assigned by ATC				
* 5000 122° * 3500 2500 JEXAR RW11 IMPER				
GS 3.00° TCH 55 4.4 NM 6 NM 4.5 NM 1.1 NM				
CATEGORY	A	B	C	D
LPV DA	868/24 250 (300-½)			
LNAV/VNAV DA	960/40 342 (400-¾)			
LNAV MDA	1020/24 402 (500-½)	1020/40 402 (500-¾)	1020/50 402 (500-1)	

NC-3. 17 DEC 2009 to 14 JAN 2010

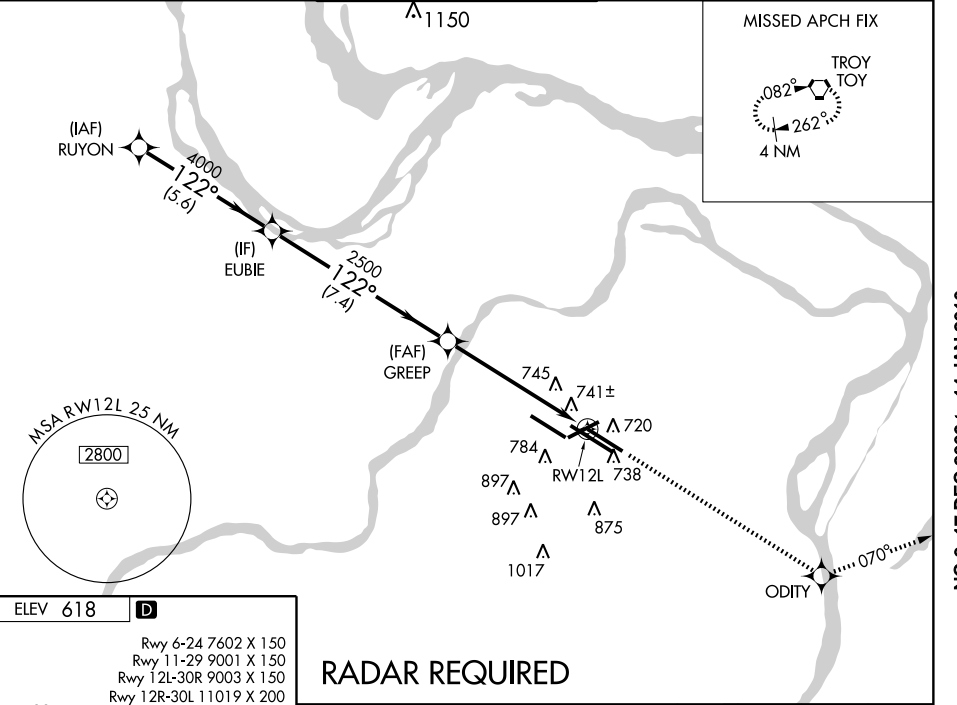
▼

For inoperative ALSF-2, increase LPV all Cats visibility to 1½, LNAV/VNAV and LNAV Cat E visibility to 1¾.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F).
DME/DME RNP-0.3 NA.

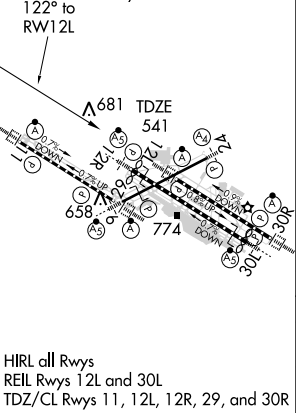
ALSF-2

MISSED APPROACH: Climb to 3000 direct ODITY and via 070° track to TOY VORTAC and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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ELEV 618	D
Rwy 6-24 7602 X 150 Rwy 11-29 9001 X 150 Rwy 12L-30R 9003 X 150 Rwy 12R-30L 11019 X 200	



RUYON		EUBIE	GREEP	ODITY	TOY
5000		4000	2500	3000	070° track
GS 3.00°		*1.4 NM to RW12L			
TCH 54		*LNAV only			
5.6 NM		7.4 NM	4.5 NM	1.4	
CATEGORY	A	B	C	D	E
LPV DA	951/50 410 (400-1)				
LNAV/VNAV DA	1040/60 499 (500-1¼)				
LNAV MDA	1040/24 499 (500-½)	1040/40 499 (500-¾)	1040/50 499 (500-1)	1040/60 499 (500-1¼)	

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

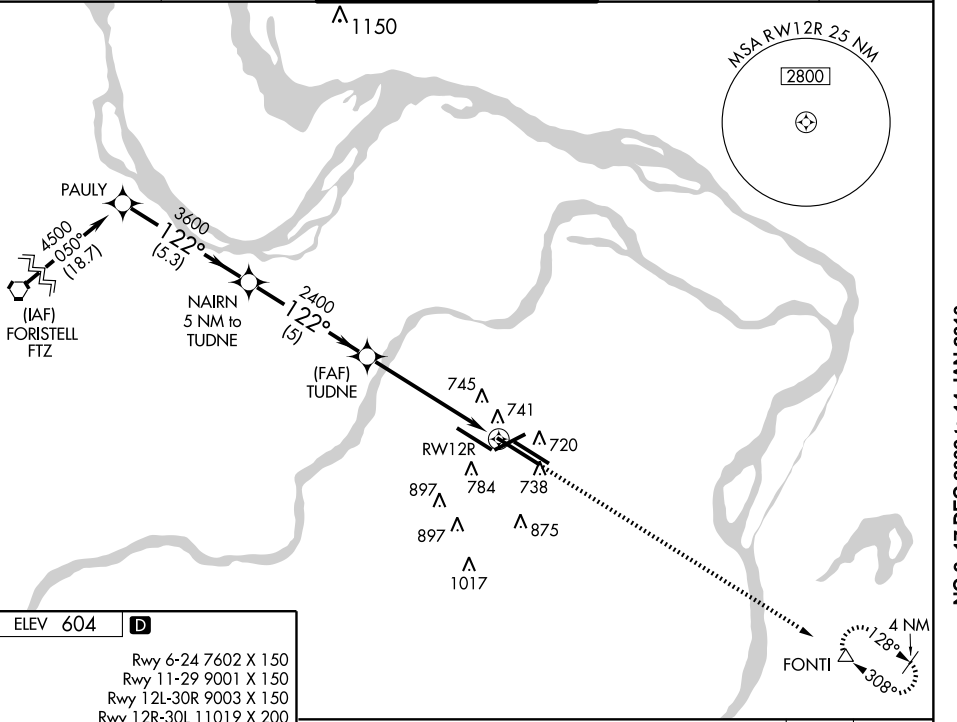
▲

For inoperative MALS: increase LNAV Cats A/B to RVR 5000.
DME/DME RNP- 0.3 NA.
Baro-VNAV NA below -16° C (3° F)

MALS

MISSED APPROACH: Climb to 5000 direct FONTI and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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ELEV 604 **D**

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

HIRL all Rwy's
REIL Rwy's 12L and 30L
TDZ/CL Rwy's 11, 12L, 12R, 29, and 30R

Procedure Turn NA GS 3.00° TCH 55°				
5.3 NM 5 NM 4.3 NM 1.3 NM				
CATEGORY	A	B	C	E
GLS PA DA	NA			
LNAV/VNAV DA	1102-1½ 562 (500-1½)			
LNAV MDA	1000/40 460 (400-¾)		1000/50 460 (400-1)	1000-1½ 460 (400-1½)

AL-360 (FAA)

APP CRS	Rwy Idg	7602
243°	TDZE	534
	Apt Elev	604

RNAV (GPS) RWY 24

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

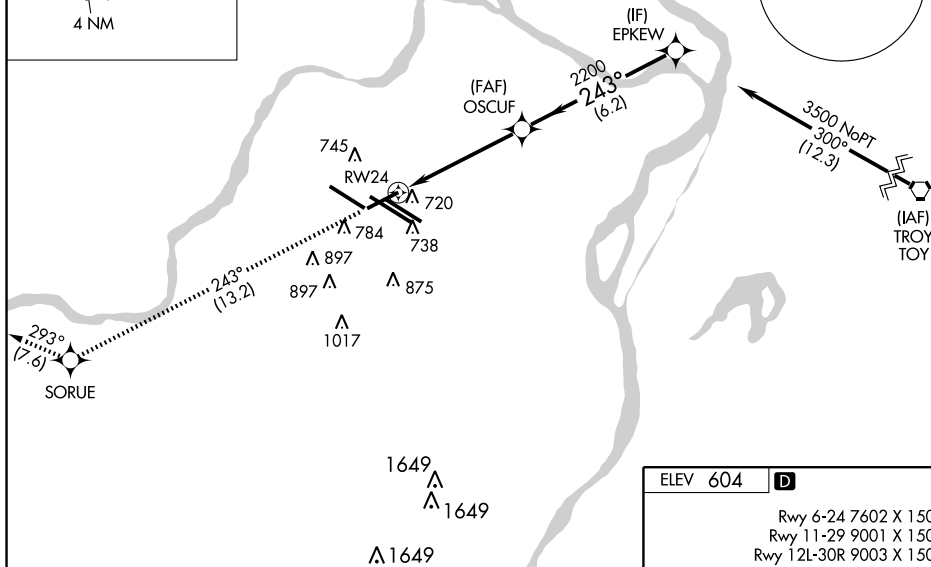
NA	Inoperative table does not apply to LNAV/VNAV all Cats, and LNAV Cat C. Baro-VNAV NA below -16° C (3°F) GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
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MALS

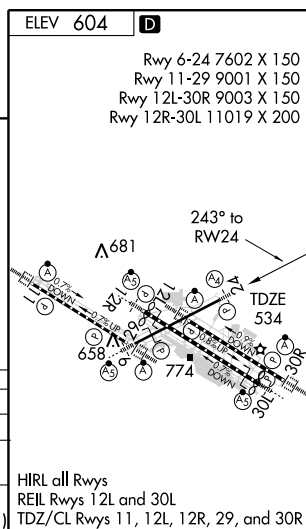
MISSED APPROACH: Climb to 3000 via 243° course to SORUE WP then via 293° course to AUGST WP and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

MISSED APCH FIX



3000 ↑ 243°	SORUE ↑ 293°	AUGST △	Procedure Turn NA EPKEW	
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1000-1½ 466 (400-1½)			
LNAV MDA	1040/40 506 (500-¾)	1040-1½ 506 (500-1½)	1040-1¾ 506 (500-1¾)	



NC-3. 17 DEC 2009 to 14 JAN 2010

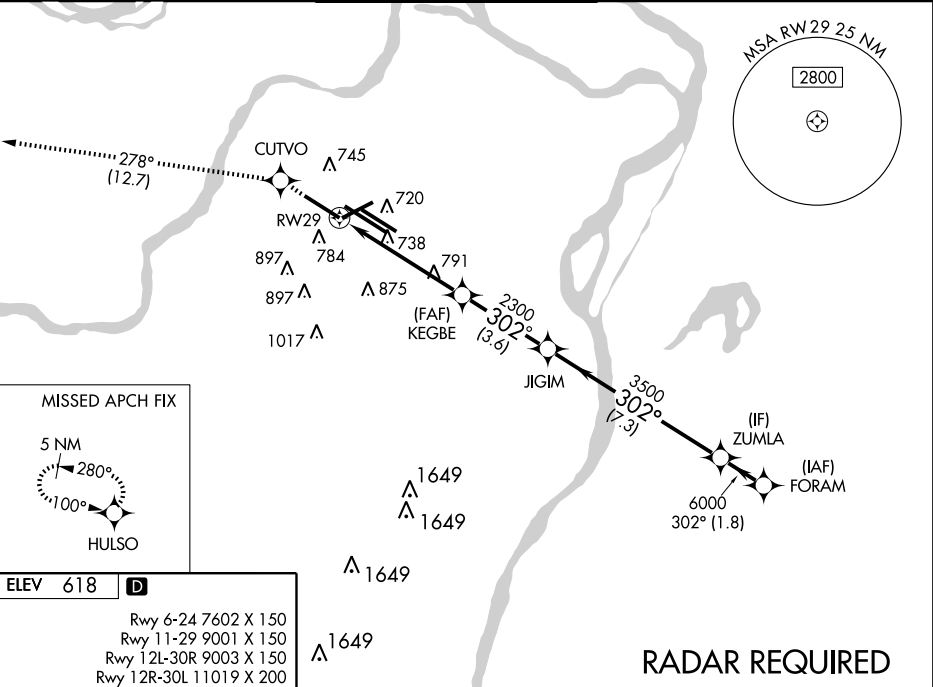
WAAS CH 42500 W29A	APP CRS 302°	Rwy Idg TDZE Apt Elev	9001 580 618
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▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).
For inoperative ALSF-2, increase LPV all Cats visibility to RVR 6000, increase LNAV/VNAV Cat E visibility to 1¾, increase LNAV Cat A and B visibility to 1, Cat E visibility to 1¾.

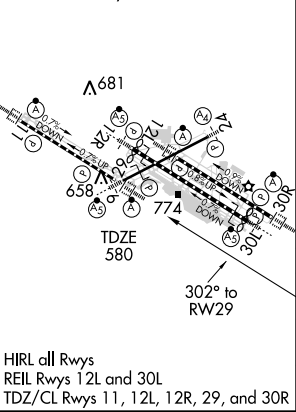
ALSF-2

MISSED APPROACH: Climb to 3000 direct CUTVO and via 278° track to HULSO and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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ELEV 618	D
Rwy 6-24 7602 X 150	
Rwy 11-29 9001 X 150	
Rwy 12L-30R 9003 X 150	
Rwy 12R-30L 11019 X 200	



3000 ↑		CUTVO ✧		278° track		HULSO ✧		VGSI and RNAV glidepath not coincident				ZUMLA		FORAM	
*LNAV only		*1.5 NM to RW29		KEGBE		JIGIM		302°		6000		6000		GS 3.00° TCH 56	
RW29		1.5		3.7 NM		3.6 NM		7.3 NM		1.8 NM					
CATEGORY		A		B		C		D		E					
LPV DA		943/40 363 (400-¾)													
LNAV/ VNAV DA		1074/60 494 (500-1¼)													
LNAV MDA		1100/40 520 (500-¾)				1100/50 520 (500-1)				1100/60 520 (500-1¼)					

For inoperative MALSR: increase LNAV Cats A/B to RVR 5000.
Baro-VNAV NA below -16°C (3°F).
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 via 302° course to OBLIO WP and hold.

ATIS

125.025 379.925

ST. LOUIS APP CON

133.55 338.25

ST. LOUIS TOWER

N 120.05 284.6 S 118.5 257.7
W 132.475 239.275

GND CON

121.9 348.6 (Inbound)
121.65 387.05 (Outbound)
118.925 227.125 (West)

CLNC DEL

119.5 363.1

4 NM
299°
OBLIO

745
720
784
738
897
875
1017

RW30L
(FAF)
TORME

2200
302°
(4.7)
JOICE
4.7 NM to TORME

3500
302°
(3.5)
FONTI

4500
293°
(14.8)
(IAF)
SUGAR

MSA RW30L 25 NM
2800

1649
1649
1649

3000
↑
302°

OBLIO

	Procedure Turn NA		FONTI		
	RW30L		JOICE 4.7 NM to TORME		
	*1.4 NM to RW30L		TORME		
	*LNAV only		2200		
	1.4 NM		3.4 NM		
			4.7 NM		
			3.5 NM		
			GS 3.00°		
			TCH 58		
CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	1000/50 417 (400-1)				
LNAV MDA	1100/40 517 (500-¾)	1100/50 517 (500-1)	1100/60 517 (500-1¼)		

ELEV 604

D

Rwy 6-24 7602 X 150

Rwy 11-29 9001 X 150

Rwy 12L-30R 9003 X 150

Rwy 12R-30L 11019 X 200

HIRL all Rwy

REIL Rwy 12L and 30L

TDZ/CL Rwy 11, 12L, 12R, 29, and 30R

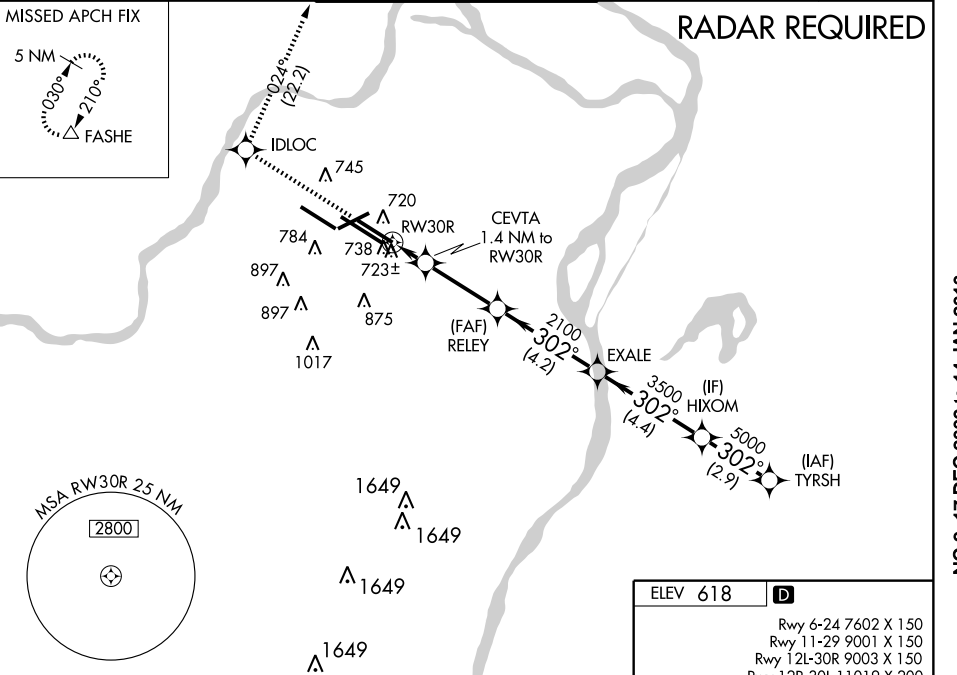
NC-3. 17 DEC 2009 to 14 JAN 2010

⚠ For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000, LNAV/VNAV Cat. E visibility to RVR 6000 and LNAV Cat. D visibility to RVR 6000, Cat. E visibility to 1½.
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).

ALSF-2

MISSED APPROACH: Climb to 3000 direct IDLOC and via 024° track to FASHE and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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3000

IDLOC

024° track

FASHE

*LNAV only

CEVTA
1.4 NM to RW30R

RELEY

EXALE

HIXOM

TYRSH

1100*

2100

3500

5000

5000

1.4 NM

3.1 NM

4.2 NM

4.4 NM

2.9 NM

CATEGORY	A	B	C	D	E
LPV DA	908/24 303 (300-½)				908/40 303 (300-¾)
LNAV/VNAV DA	973/40 368 (400-¾)				
LNAV MDA	1000/24 395 (400-½)		1000/50 395 (400-1)		

ELEV 618

D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

GS 3.00° TCH 57

302° to RW30R

VORTAC STL 117.4 Chan 121	APCH CRS 142°	Rwy Idg 10,552 TDZE 540 Arpt Elev 618
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AL-360 [USAF]

ST. LOUIS/LAMBERT-ST. LOUIS INTL (KSTL)

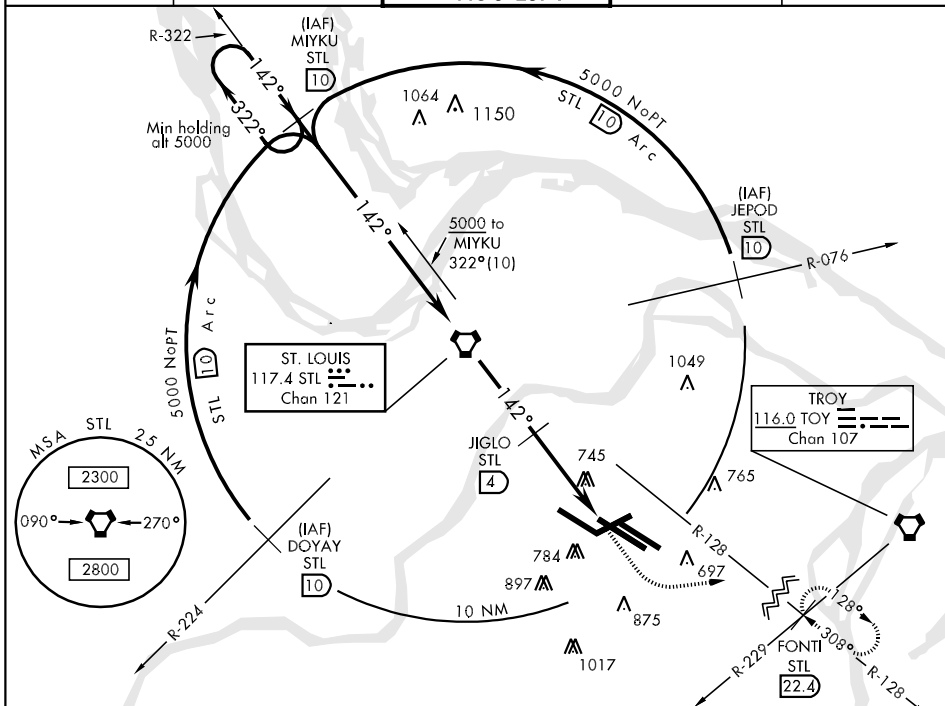
▲ N/A * Inoperative table does not apply.

Visibility reduction by helicopters NA

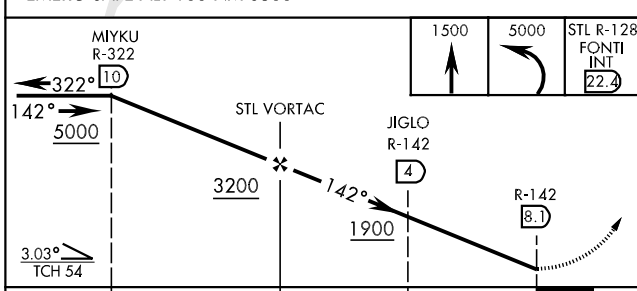


MISSED APPROACH: Climb to 1500 then climbing left turn to 5000 intercept STL R-128 to FONTI INT/STL 22.4 DME and hold, continue climb in hold.

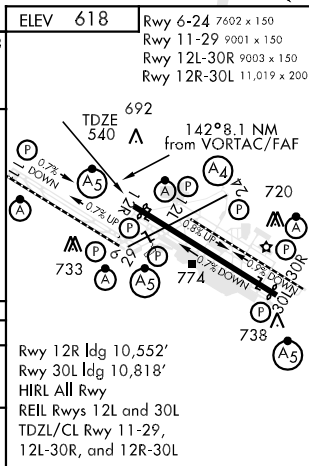
ATIS 125.025 379.925	ST. LOUIS APP CON 126.5 324.1	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7	GND CON 121.9 348.6	CLNC DEL 119.5 363.1
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EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D	E
S-12R *	1060/50	520 (500-1)	1060-1½ 520(500-1½)	1060-1¾ 520 (500-1¾)	
CIRCLING	NOT AUTHORIZED				



VORTAC STL 117.4 Chan 121	APCH CRS 318°	Rwy Idg 10,818 TDZE 583 Arpt Elev 618
---	-------------------------	--

AL-360 [USAF]

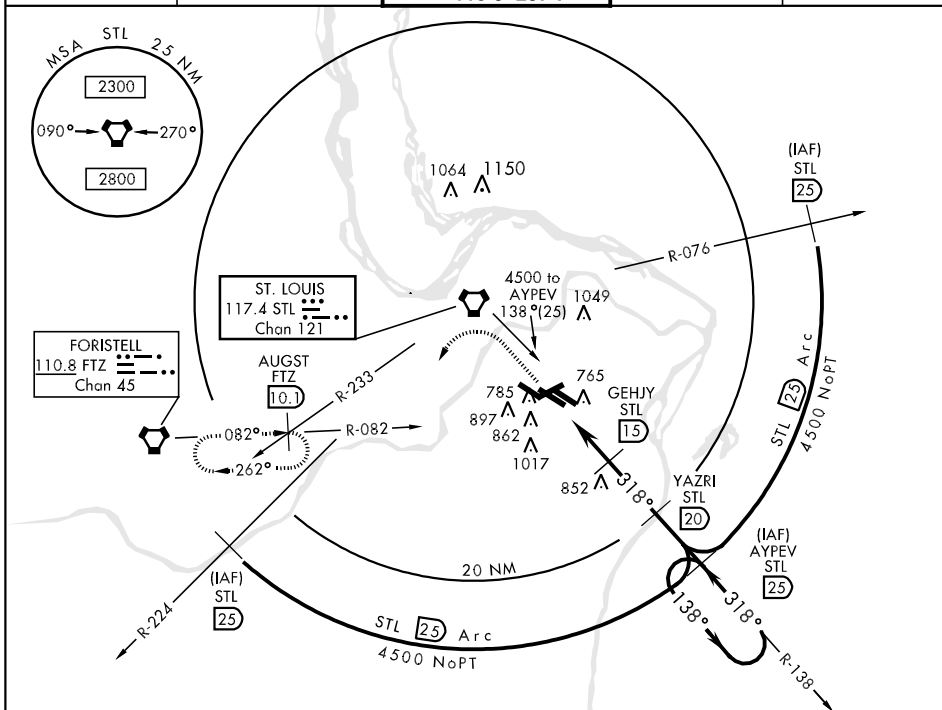
ST. LOUIS/LAMBERT-ST. LOUIS INTL (KSTL)

▲ N/A * Inoperative table does not apply.

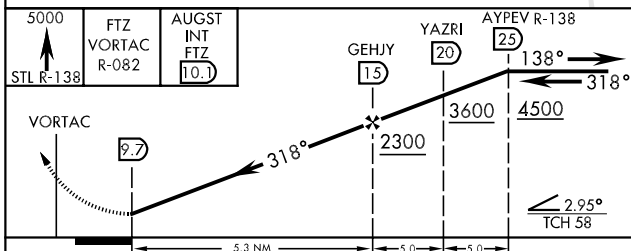


MISSED APPROACH: Climb to 5000 via STL R-138 and FTZ VORTAC R-082 to AUGST INT/FTZ 10.1 DME and hold.

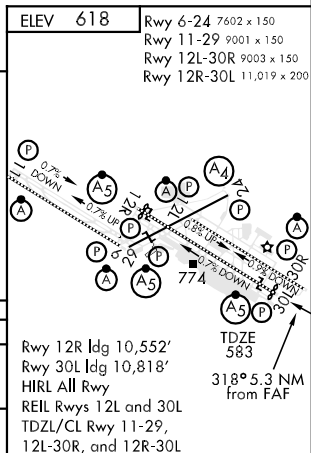
ATIS 125.025 379.925	ST. LOUIS APP CON 126.5 324.1	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7	GND CON 121.9 348.6	CLNC DEL 119.5 363.1
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EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D	E
S-30L *	1100/50	517 (500-1)	1100-1½ 517(500-1½)	1100-1¾ 517 (500-1¾)	
CIRCLING	NOT AUTHORIZED				

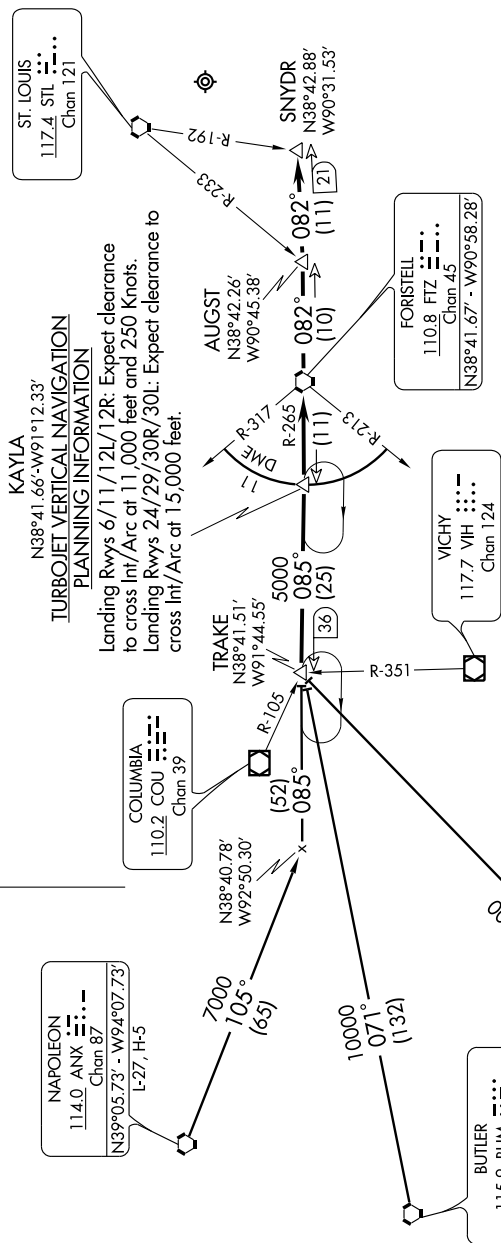


TRAKE EIGHT ARRIVAL

ST-360 (FAA)

LAMBERT-ST. LOUIS INTL
ST. LOUIS, MISSOURI

ST. LOUIS APP CON
133.55 338.25
ATIS
125.025 379.925

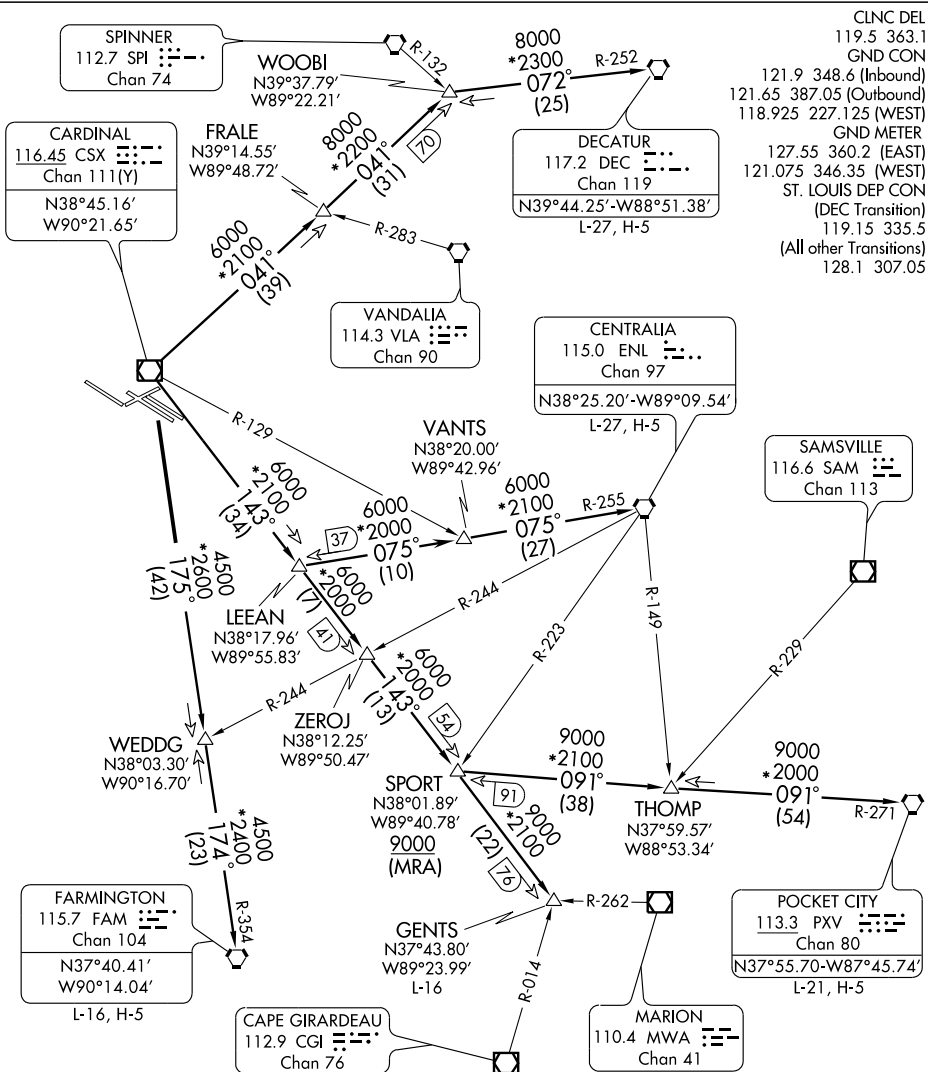


TURBO FIVE DEPARTURE

SL-360 (FAA)

LAMBERT-ST. LOUIS (STL)

ST. LOUIS, MISSOURI



TAKE-OFF MINIMUMS

Rwy 6, 12L, 12R, 24, 30L: Standard.

Rwy 30R: 200-1¼ or standard with minimum climb of 276' per NM to 800.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: For Turboprop/Prop aircraft only.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 17 DEC 2009 to 14 JAN 2010



DEPARTURE ROUTE DESCRIPTION

Climb and maintain 3000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

CENTRALIA TRANSITION (TURBO5.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

DECATUR TRANSITION (TURBO5.DEC): From over CSX VOR/DME via CSX R-041 to WOObI INT, then via DEC R-252 to DEC VORTAC.

FARMINGTON TRANSITION (TURBO5.FAM): From over CSX VOR/DME via CSX R-175 and FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO5.GENTS): From over CSX VOR/DME via CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO5.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

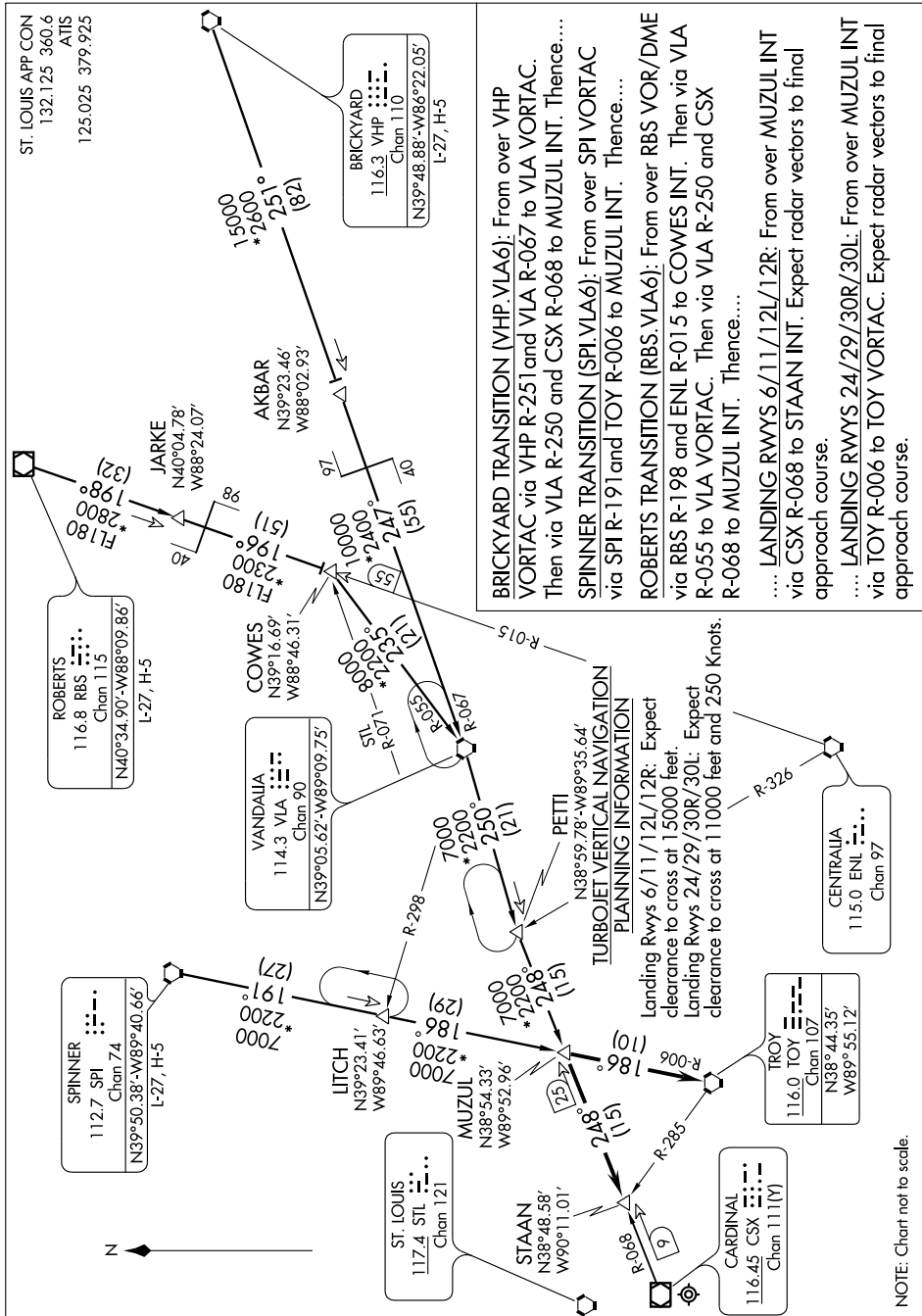
THOMP TRANSITION (TURBO5.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKE-OFF OBSTACLE NOTES

- Rwy 6: Railroad 577' from DER, 618' left of centerline, 23' AGL/557' MSL.
 OL on LDA 1037' from DER, 709' right of centerline, 391' AGL/573' MSL.
 Pole 1368' from DER, 635' right of centerline, 28' AGL/568' MSL.
 Antenna on bldg 2478' from DER, 1012' right of centerline, 30' AGL/598' MSL.
- Rwy 12L: OL on DME 551' from DER, 258' left of centerline, 20' AGL/619' MSL.
- Rwy 12R: Traffic sign 1416' from DER, 705' right of centerline, 7' AGL/636' MSL.
 Bush 1791' from DER, 503' right of centerline, 7' AGL/636' MSL.
 Tree 1933' from DER, 370' left of centerline, 88' AGL/657' MSL.
 Tree 2228' from DER, 162' left of centerline, 75' AGL/654' MSL.
 Sign 2804' from DER, 873' right of centerline, 93' AGL/672' MSL.
- Rwy 24: Multiple trees and antenna beginning 3766' from DER, 899' right of centerline, up to 115' AGL/704' MSL.
- Rwy 30L: Ground beginning at DER, 157' right of centerline, up to 592' MSL.
 Multiple trees and poles beginning 1684' from DER, 641' left of centerline, 107' AGL/684' MSL.
- Rwy 30R: OL on GS 950' from DER, on centerline, 28' AGL/587' MSL.
 Multiple buildings and antenna beginning 1374' from DER, 709' right of centerline, up to 81' AGL/611' MSL.
 Multiple trees and antenna beginning 4240' from DER, 253' right of centerline, up to 142' AGL/741' MSL.

VANDALIA SIX ARRIVAL

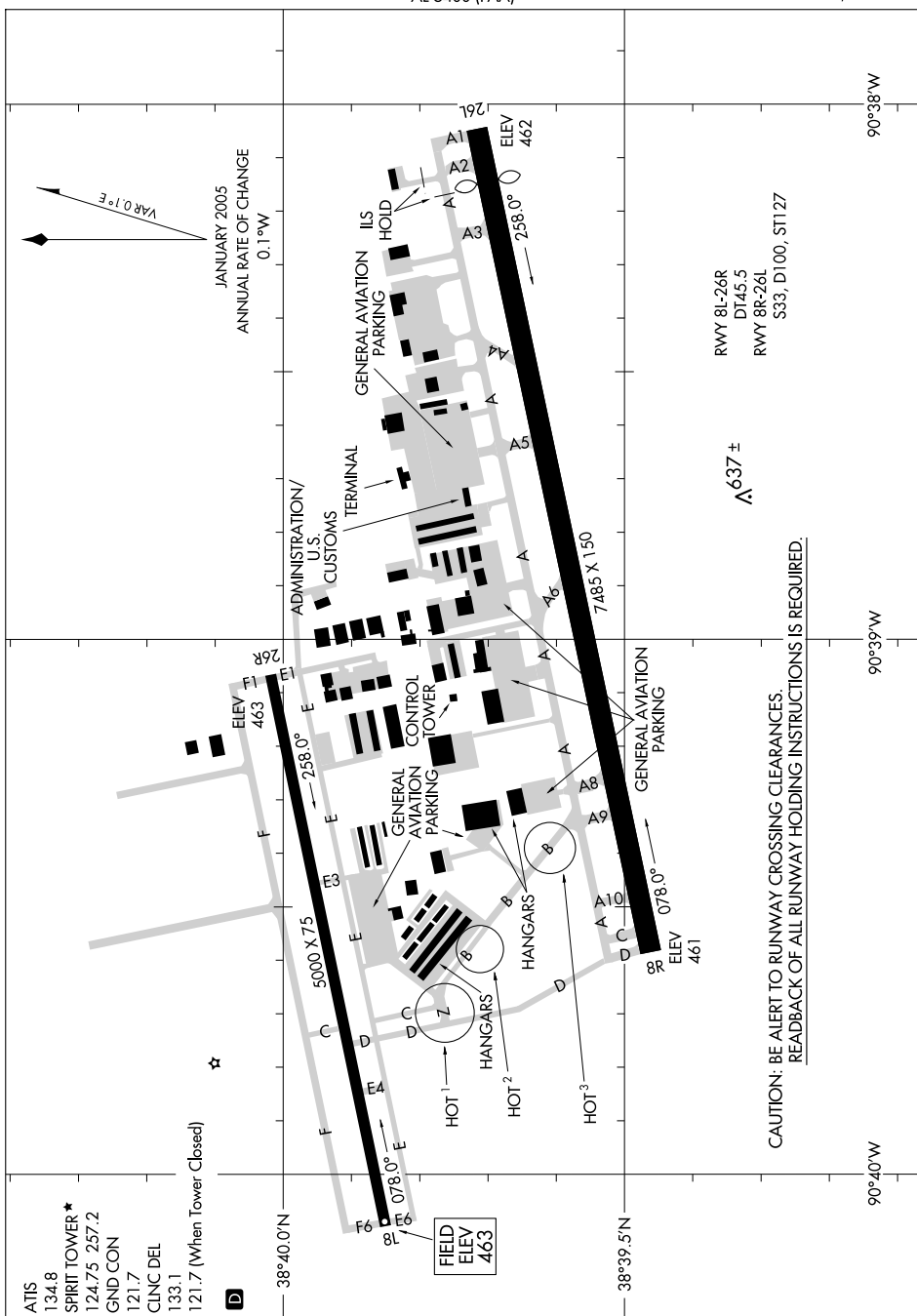
ST-360 (FAA)

LAMBERT-ST. LOUIS INTL
ST. LOUIS, MISSOURI

AIRPORT DIAGRAM

AL-5400 (FAA)

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)
ST. LOUIS, MISSOURI



NC-3, 17 DEC 2009 to 14 JAN 2010

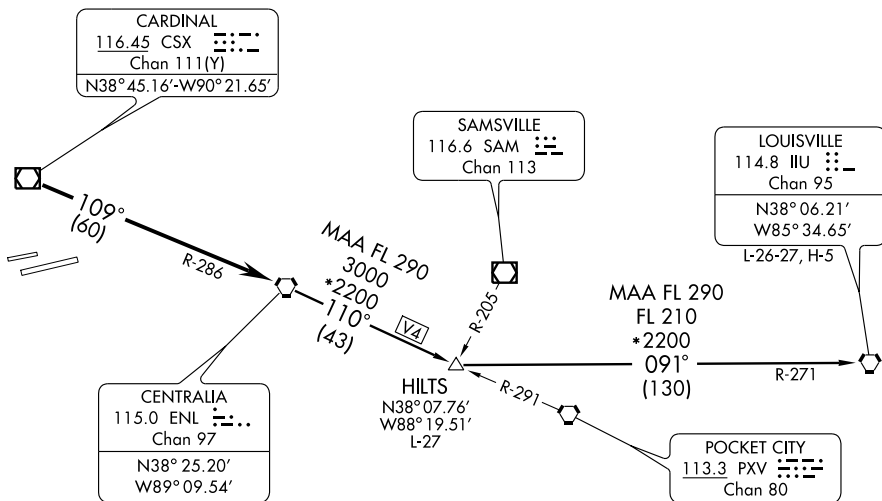
BLUES TWO DEPARTURE

SL-5400 (FAA)

ST. LOUIS/ SPIRIT OF ST. LOUIS (STL)

ST. LOUIS, MISSOURI

ATIS
134.8
SPIRIT TOWER★
124.75 257.2
GND CON
121.7
CLNC DEL
133.1



NOTE: For Turbojets only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.

LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then IIU R-271 to IIU VORTAC.


CARDS SEVEN DEPARTURE

ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)

SL-5400 (FAA)

ST. LOUIS, MISSOURI

ATIS
 134.8
 SPIRIT TOWER★
 124.75 257.2
 GND CON
 121.7
 CLNC DEL
 133.1

BRADFORD
114.7 BDF 
Chan 94
N41°09.58'-W89°35.27'
L-27, H-5

TAKE-OFF MINIMUMS

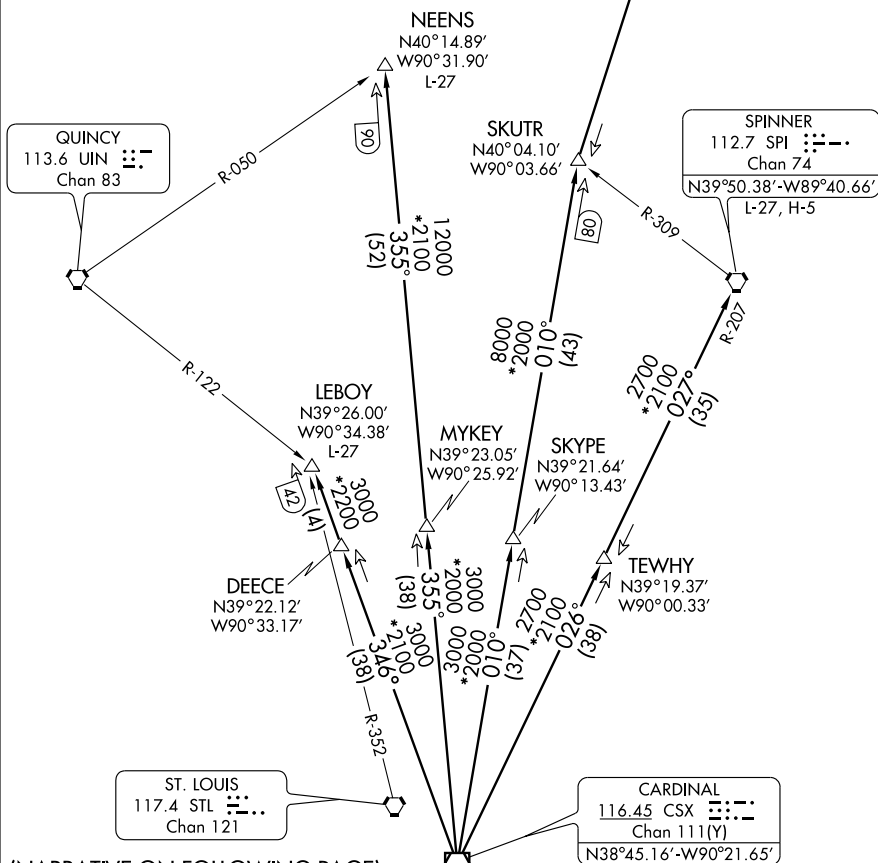
Rwy 8L, 26R: Standard.

Rwy 8R: 300-1 1/2 or standard with minimum climb of 285' per NM to 900'.

Rwy 26L: 400-1¾ or standard with minimum climb of 258' per NM to 900'.

NOTE: DME and RADAR required.

(NOTES CONTINUED ON FOLLOWING PAGE)



(NARRATIVE ON FOLLOWING PAGE)

NC-3, 17 DEC 2009 to 14 JAN 2010



DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2,500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 and SPI R-207 to SPI VORTAC.

TAKE-OFF OBSTACLE NOTES

Rwy 8L: Obstruction light 1214' from DER, 96' right of centerline, 27' AGL/496' MSL.

Rwy 8R: Antenna on bldg 142' from DER, 241' left of centerline, 10' AGL/470' MSL.

Antenna 262' from DER, 557' left of centerline, 26' AGL/487' MSL.

Trees beginning 5372' from DER, 1792' right of centerline, up to 94' AGL/653' MSL.

Rwy 26L: Trees beginning 1356' from DER, across centerline, up to 117' AGL/786' MSL.

GATEWAY FOUR DEPARTURE

SL-5400 (FAA)

ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)
ST. LOUIS, MISSOURI

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION [GATWY4.BIB]: From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.
BRICKYARD TRANSITION [GATWY4.VHP]: From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC.
CREEP TRANSITION [GATWY4.CREEP]: From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT.
JIGSY TRANSITION [GATWY4.JIGSY]: From over TWILA INT via TOY R-076 to JIGSY INT.
ROSEWOOD TRANSITION [GATWY4.ROD]: From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.

ATIS
134.8
SPIRIT TOWER ★
124.75 257.2
GND CON
121.7
CLNC DEL
133.1

ROSEWOOD
117.5 ROD
Chan 122
N40°17.27'
W84°02.59'
L-27, H-10

BRICKYARD
116.3 VHP
Chan 110
N39°48.88'
W86°22.05'
L-27, H-5

ST. LOUIS
117.4 STL
Chan 121
N38°51.64'-W90°28.94'

CARDINAL
116.45 CSX
Chan 111(Y)
N38°45.16'-W90°21.65'

BIBLE GROVE
109.0 BIB
Chan 27
N38°55.22'
W88°28.91'

MATTOON
109.4 MTO
Chan 31

TERRE HAUTE
115.3 TTH
Chan 100

SHELBYVILLE
112.0 SHB
Chan 57
N39°37.95'
W85°49.46'

TROY
116.0 TOY
Chan 107
N38°44.35'-W89°55.12'

CENTRALIA
115.0 ENL
Chan 97

WORKE
N39°07.05'
W87°46.42'

KELLY
N39°24.82'
W86°40.29'

CREEP
N39°55.25'
W84°18.52'
H-10

NOTE: For Turbojet aircraft only.
NOTE: Chart not to scale.

LOC I-SUS	APP CRS	Rwy Idg	7245
111.1	076°	TDZE	462
		Apt Elev	463

ILS or LOC RWY 8R

ST. LOUIS/ SPIRIT OF ST. LOUIS (SU*)

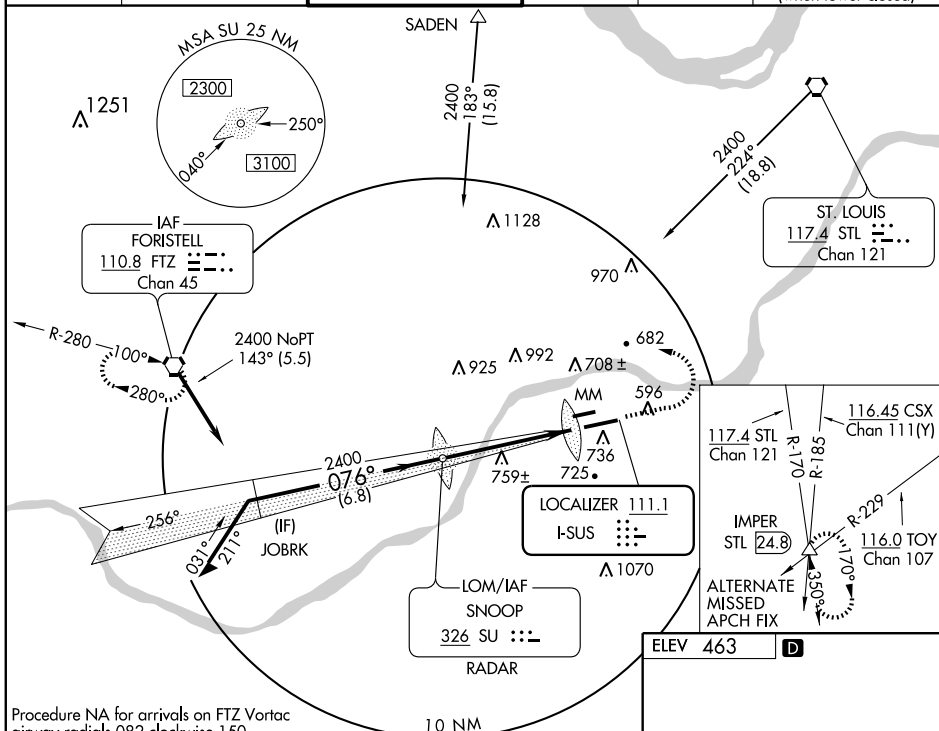
▼ * RVR 1800 authorized with the use of FD or AP or HUD to DA.
▲ When local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all DA 57 feet, all MDA 60 feet, increase S-LOC 8R Cat D RVR to 5000 and circling Cat C visibility ¼ mile.

MALSR

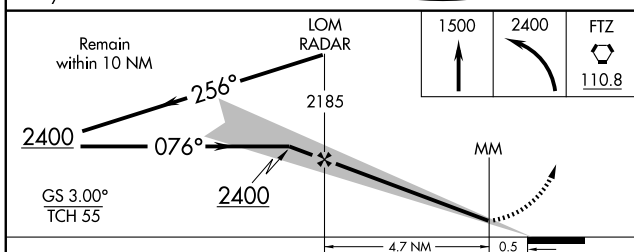


MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct FTZ VORTAC and hold.

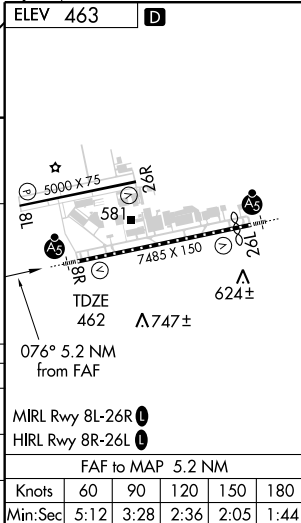
ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER★ 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)
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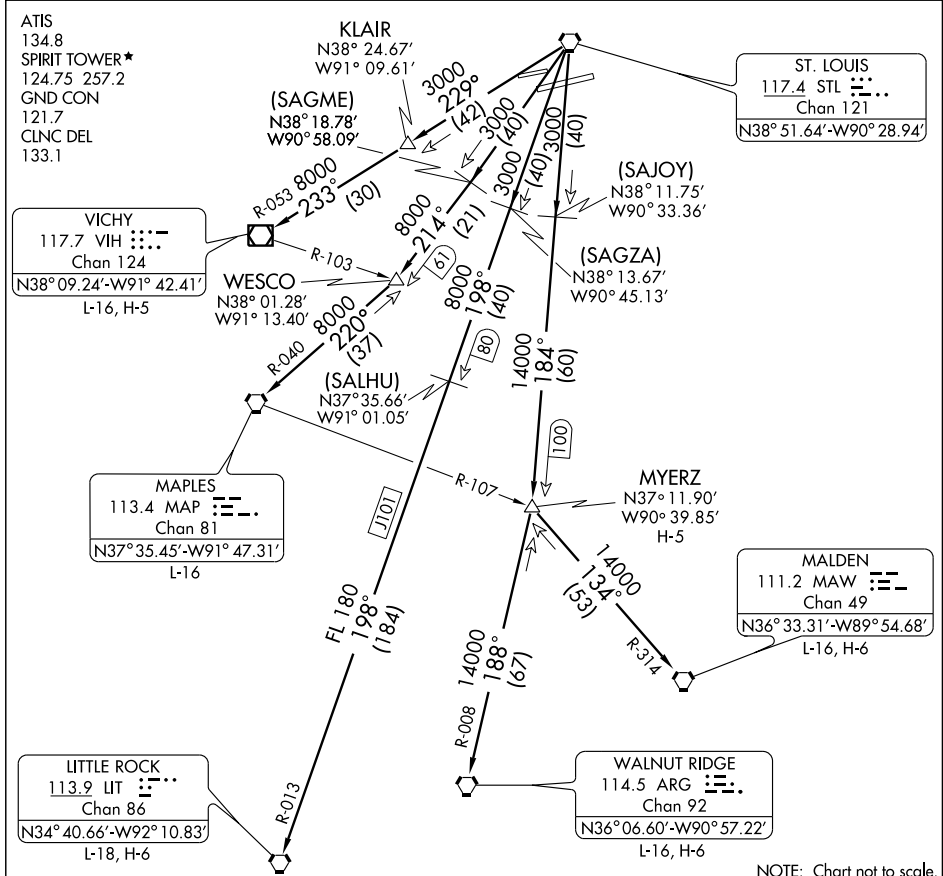
Procedure NA for arrivals on FTZ Vortac
 airway radials 082 clockwise 150.



CATEGORY	A	B	C	D
S-ILS 8R	* 662/24 200 (200-½)			
S-LOC 8R	880/24 418 (500-½)		880/40 418 (500-¾)	
CIRCLING	1100-1 637 (700-1)		1120-1¾ 657 (700-1¾)	1140-2¼ 677 (700-2¼)



LINDBERGH TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAP VORTAC.

MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

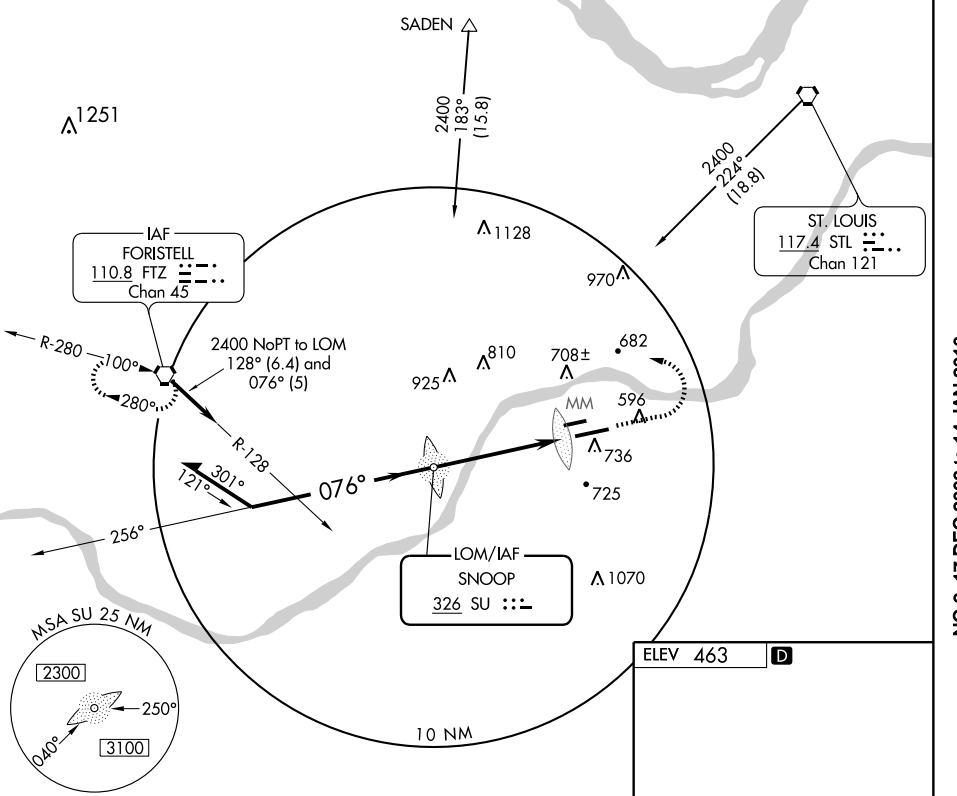
▼

▲ NA

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct FTZ VORTAC and hold.

ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER★ 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)
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Remain within 10 NM

1500

2400

FTZ
110.8

MIRL Rwy 8L-26R

MIRL Rwy 8R-26L

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NC-3, 17 DEC 2009 to 14 JAN 2010

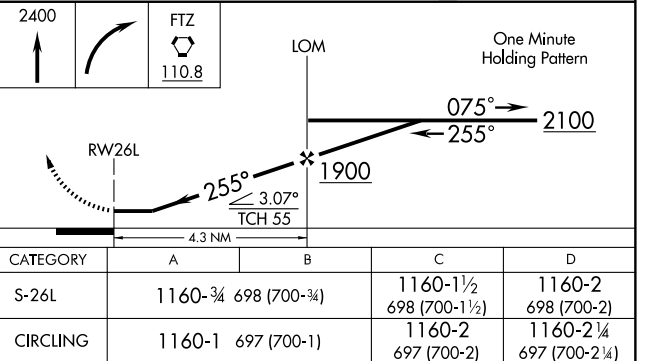
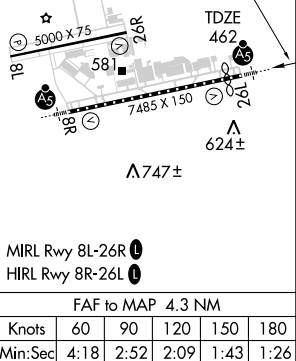
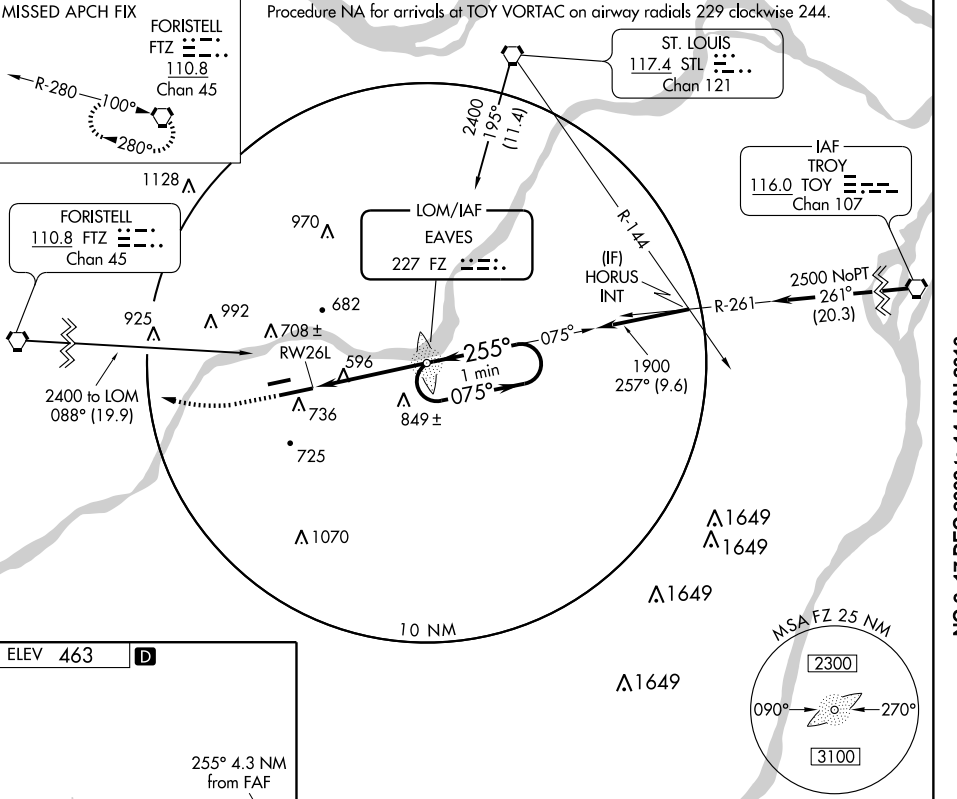
When local altimeter setting not received, use Lambert-St Louis

NA Init altimeter setting and increase all MDA 60 feet, increase S-26L Cat C and D and circling Cats B, C and D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 2400 then right turn direct FTZ VORTAC and hold.

ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER★ 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)
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NC-3. 17 DEC 2009 to 14 JAN 2010

OZARK THREE DEPARTURE

ST. LOUIS, MISSOURI

ATIS

134.8

SPIRIT TOWER★

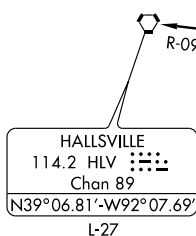
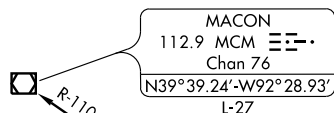
124.75 257.2

GND CON

121.7

CLNC DEL

133.1



SCHMD
N39°05.96'
W91°04.21'

ST. LOUIS
117.4 STL
Chan 121
N38°51.64'-W90°28.94'

CABIT
N38°58.00'
W91°09.13'

8000
2100
297°
(31)

8000
2500
281°
(32)

TAKEOFF MINIMUMS: All runways standard.

NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.

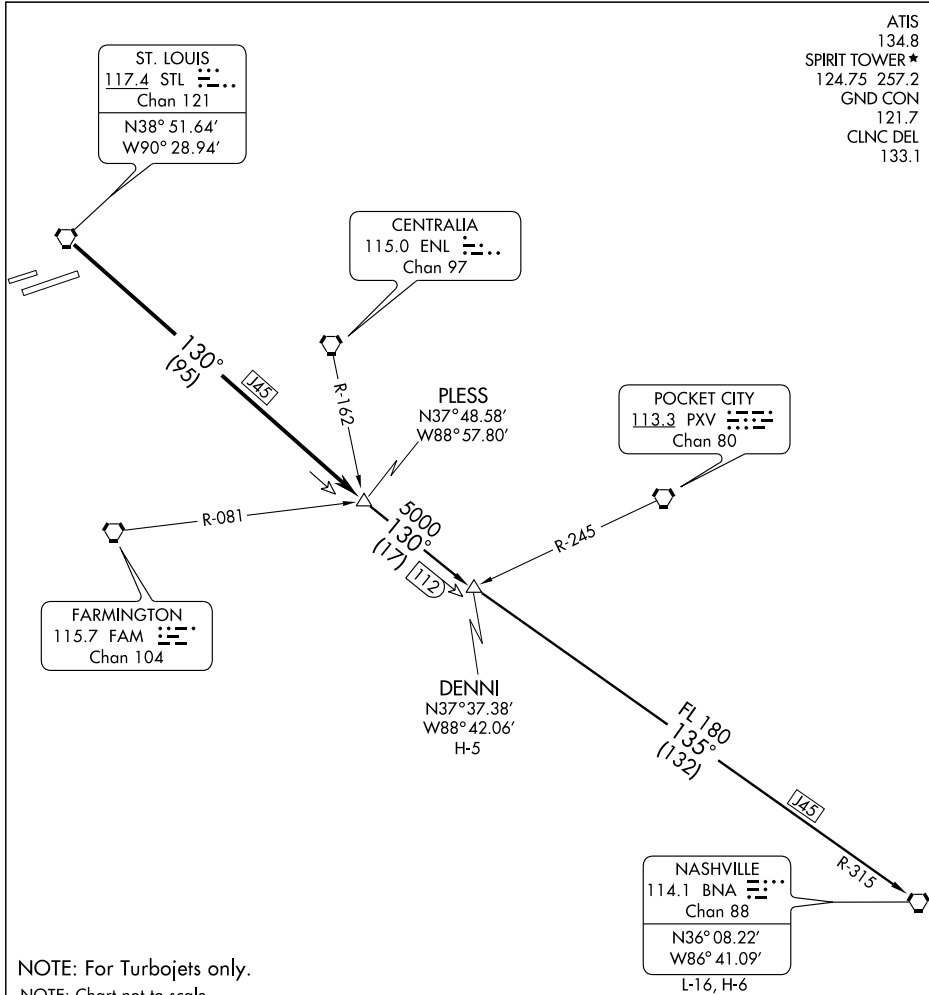


DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Maintain 2500 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281 and HLV R-095 to HLV VORTAC.

MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.



NOTE: For Turbojets only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

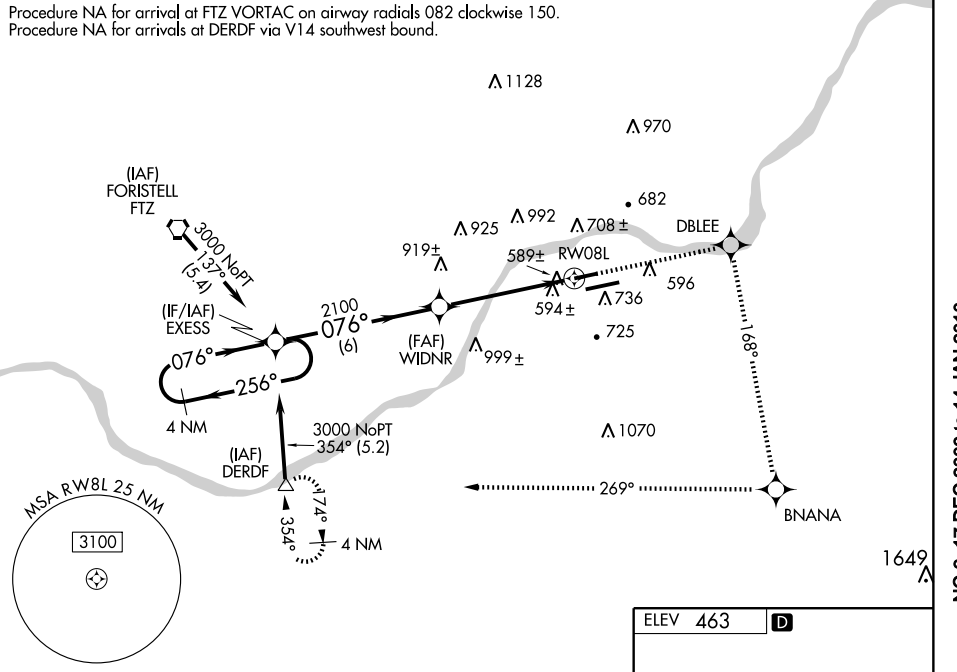
DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT, via STL R-130 to DENNI INT.

NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT, via STL R-130 and BNA R-315 to BNA VORTAC.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ VDP NA and Baro-VNAV NA when using Lambert-St Louis Intl altimeter setting.
When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 57 feet and all MDA 60 feet, increase LNAV/VNAV visibility all Cats ¼ mile.

MISSED APPROACH: Climb to 3000 direct DBLEE and right turn via track 168° to BNANA and right turn via track 269° to DERDF and hold.

ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER★ 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)
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ELEV 463
D

4 NM Holding Pattern

3000
256°
076°

EXCESS
WIDNR
RW08L
DERDF

6 NM
3.3 NM
1.7 NM

*1.7NM to RW08L
*LNAV only

CATEGORY	A	B	C	D
LPV DA	855-1½	392 (400-1½)		NA
LNAV/ VNAV DA	1075-2¼	612 (700-2¼)		NA
LNAV MDA	1040-1	577 (600-1)		NA
CIRCLING	1100-1	637 (700-1)		NA

MIRL Rwy 8L-26R
HIRL Rwy 8R-26L

NC-3, 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 8R

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

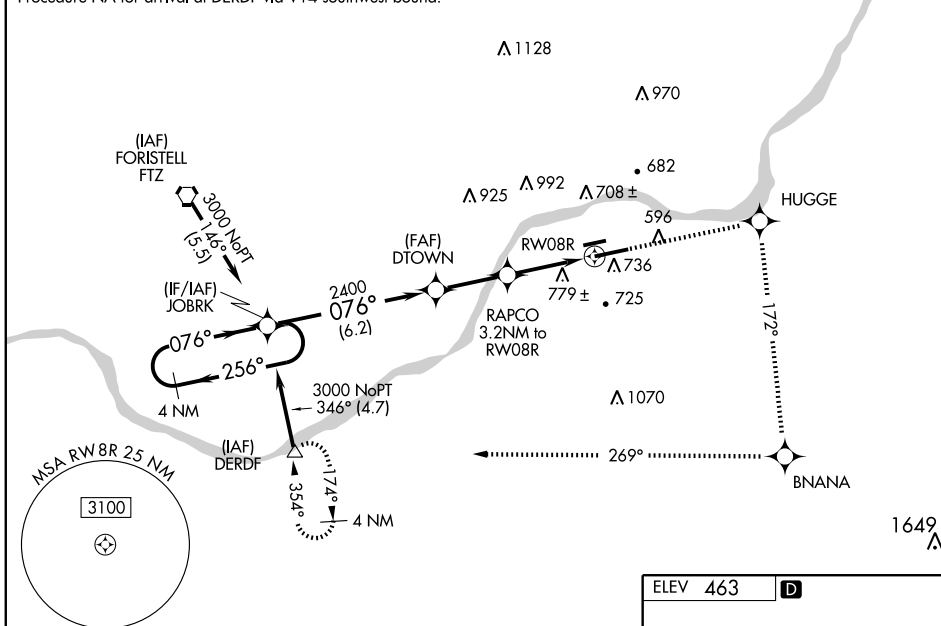
MALSR



MISSED APPROACH: Climb to 3000 direct HUGGE and right turn via track 172° to BNANA and right turn via track 269° track to DERDF and hold.

ATIS	ST. LOUIS APP CON	SPIRIT TOWER★	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) 0 257.2	121.7	133.1	121.7 (when tower closed)

Procedure NA for arrival at FTZ VORTAC on airway radials 082 clockwise 150.
Procedure NA for arrival at DERDF via V14 southwest bound.



NC-3, 17 DEC 2009 to 14 JAN 2010

4 NM Holding Pattern

3000

256°

076°

076°

DTOWN

RAPCO 3.2 NM to RW08R

1540*

1.6 NM to RW08R*

*LNAV only

RW08R

GS 3.00° TCH 55

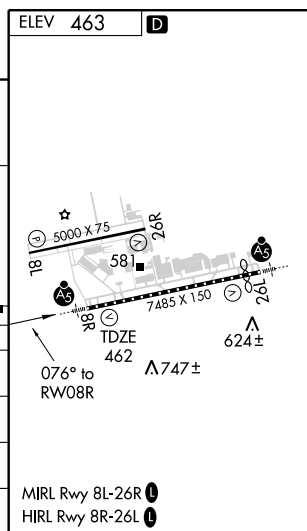
6.2 NM 2.6 NM 1.6 NM 1.6 NM

3000 HUGGE BNANA DERDF

Track 172°

Track 269°

CATEGORY	A	B	C	D
LPV DA	662/24 200 (200-½)			
LNAV/ VNAV DA	1129-1¾ 667 (700-1¼)			
LNAV MDA	1040/24 578 (600-½)	1040/50 578 (600-1)	1040/60 578 (600-1¼)	
CIRCLING	1100-1 637 (700-1)	1120-1¾ 657 (700-1¼)	1140-2¼ 677 (700-2¼)	



WAAS CH 81914 W26B	APP CRS 256°	Rwy Idg 7004 TDZE 462 Apt Elev 463
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RNAV (GPS) RWY 26L

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

T DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 57 feet all MDA 60 feet, LNAV/VNAV visibilities all Cats ¼ mile and circling visibility Cat C ¼ mile.

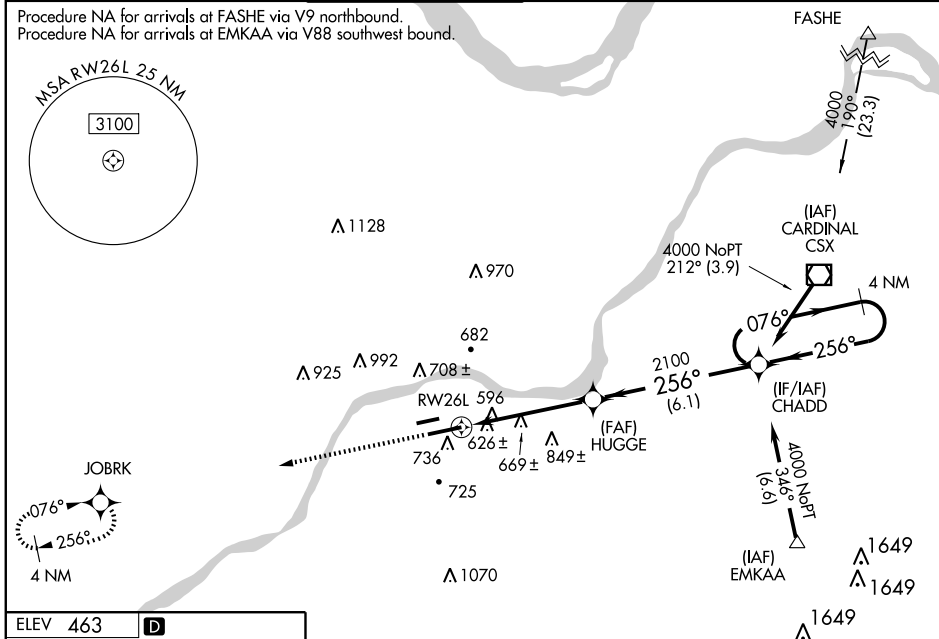
MALSR



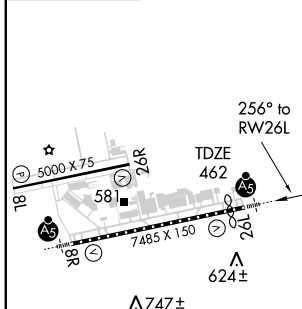
MISSED APPROACH: Climb to 3000 direct JOBRK and hold.

ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER★ 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)
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Procedure NA for arrivals at FASHE via V9 northbound.
Procedure NA for arrivals at EMKAA via V88 southwest bound.



ELEV 463	D
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RW26L

SHEGZ 3.2NM to RW26L

HUGGE

CHADD

4 NM Holding Pattern

***LNAV only**

***1.5 NM to RW26L**

1.5 NM

1.7 NM

1.7 NM

6.1 NM

1540*

2100

076°

256°

4000

GS 3.00°

TCH 55

CATEGORY	A	B	C	D
LPV DA	662-½	200 (200-½)		
LNAV/VNAV DA	969-1¼	507 (600-1¼)		
LNAV MDA	980-½	518 (600-½)	980-1 518 (600-1)	980-1¼ 518 (600-1¼)
CIRCLING	1100-1	637 (700-1)	1120-1¾ 657 (700-1¾)	1140-2¼ 677 (700-2¼)

MIRL R_{wv} 8L-26R **L**

HIRE Rwy 8R-261 1

NC-3, 17 DEC 2009 to 14 JAN 2010

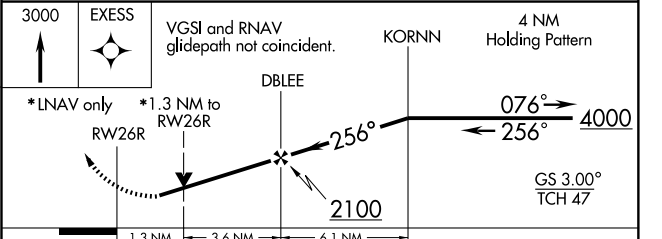
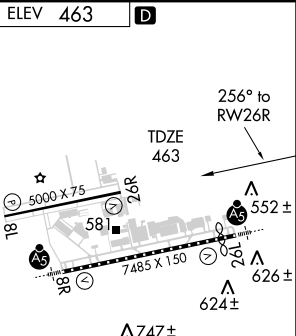
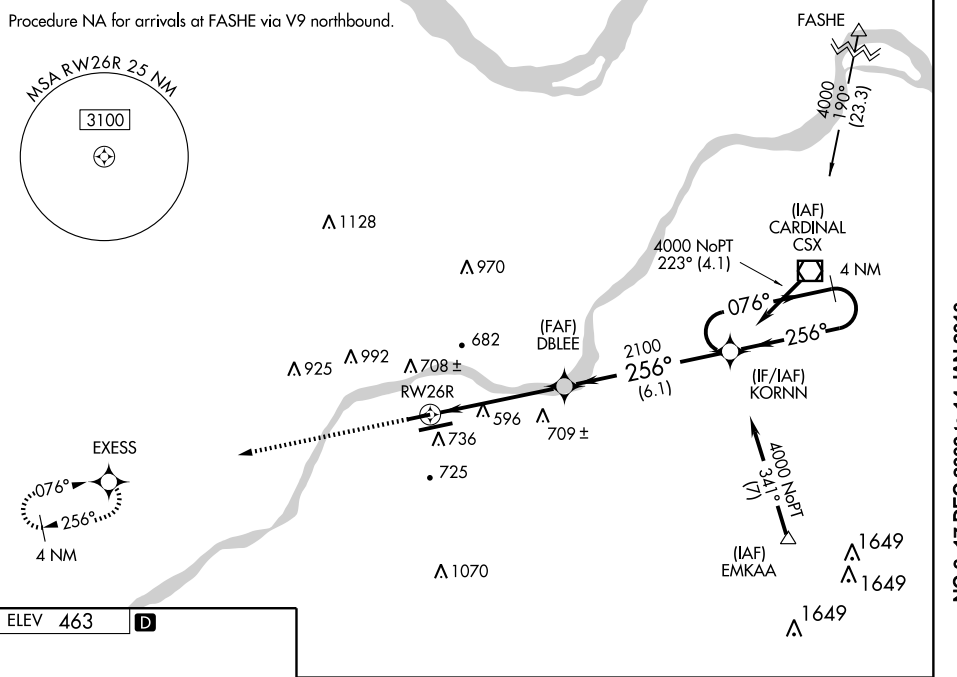
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

⚠ VDP and Baro-VNAV NA when using Lambert-St Louis Intl altimeter setting.

When local altimeter setting not received, use Lambert St Louis Intl altimeter setting and increase all DA 57 feet all MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct EXCESS and hold.

ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER★ 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)
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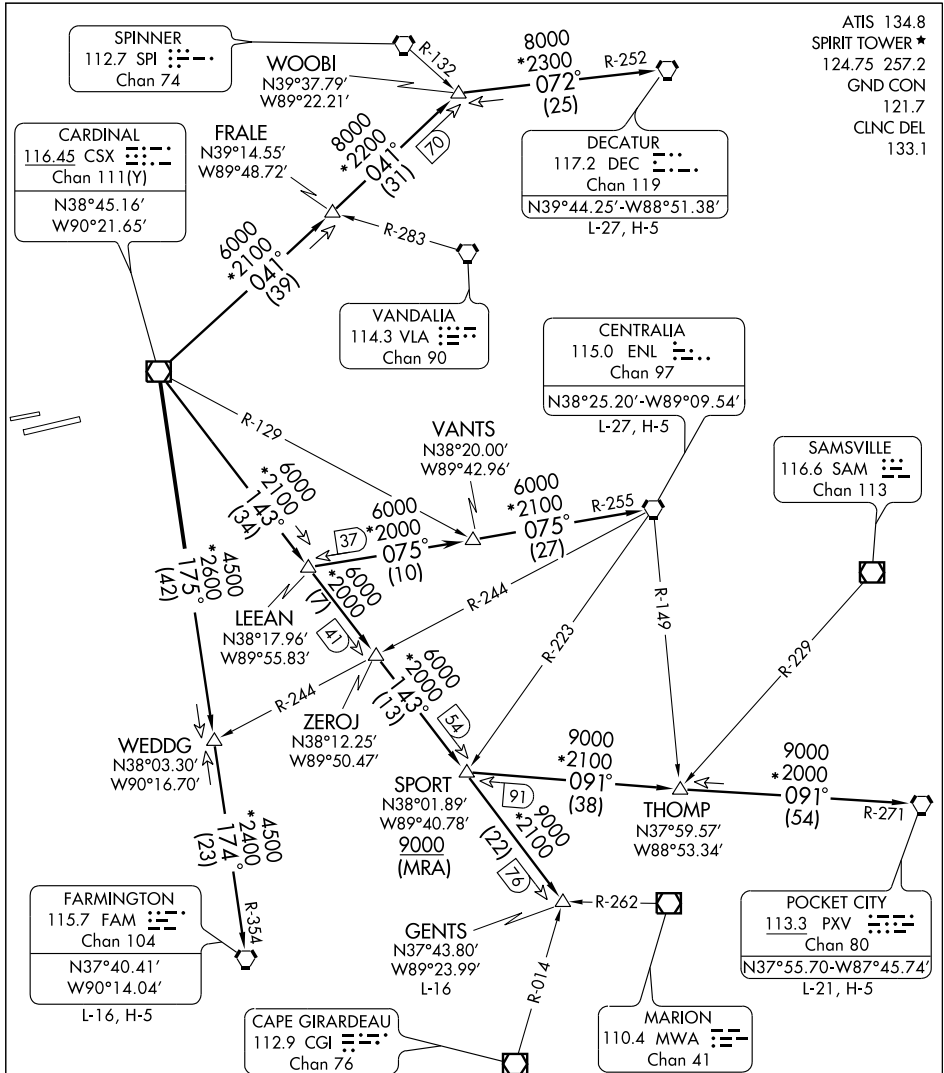


CATEGORY	A	B	C	D
LPV DA	803-1¼ 340 (400-1¼)		NA	
LNAV/VNAV DA	953-1¾ 490 (500-1¾)		NA	
LNAV MDA	1000-1 537 (600-1)		NA	
CIRCLING	1100-1 637 (700-1)		NA	

MIRL Rwy 8L-26R
Rwy 8R-26L

TURBO FIVE DEPARTURE

SL-5400 (FAA)

ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)
ST. LOUIS, MISSOURI

NC-3, 17 DEC 2009 to 14 JAN 2010

TAKE-OFF MINIMUMS

Rwy 8L, 26R: Standard.

Rwy 8R: 300-1½ or standard with minimum climb of 285' per NM to 900.

Rwy 26L: 400-1¾ or standard with minimum climb of 258' per NM to 900.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: For Turboprop/Prop aircraft only.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

CENTRALIA TRANSITION (TURBO5.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

DECATUR TRANSITION (TURBO5.DEC): From over CSX VOR/DME via CSX R-041 to WOBI INT, then via DEC R-252 to DEC VORTAC.

FARMINGTON TRANSITION (TURBO5.FAM): From over CSX VOR/DME via CSX R-175 and FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO5.GENTS): From over CSX VOR/DME via CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO5.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO5.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKE-OFF OBSTACLE NOTES

Rwy 8L: Obstruction light 1214' from DER, 96' right of centerline, 27' AGL/496' MSL.

Rwy 8R: Antenna on bldg 142' from DER, 241' left of centerline, 10' AGL/470' MSL.

Antenna 262' from DER, 557' left of centerline, 26' AGL/487' MSL.

Trees beginning 5372' from DER, 1792' right of centerline, up to 94' AGL/653' MSL.

Rwy 26L: Trees beginning 1356' from DER, across centerline, up to 117' AGL/786' MSL.

▲ NA

Use Springfield-Branson National altimeter setting.

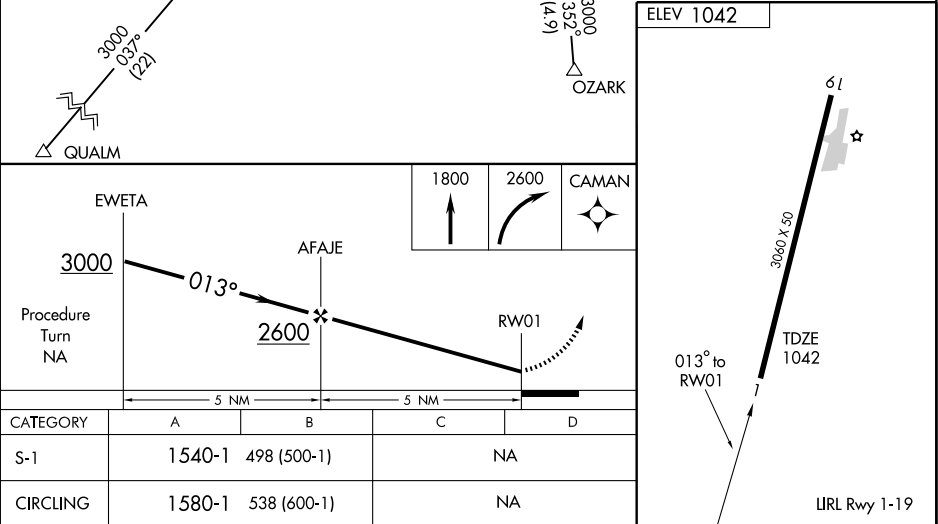
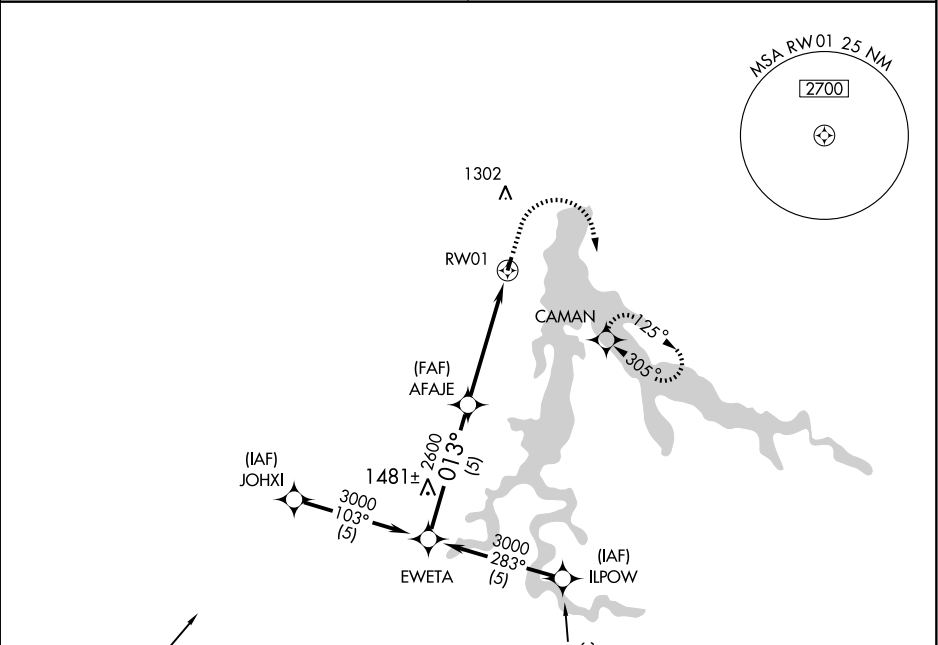
MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 direct CAMAN WP and hold.

SPRINGFIELD APP CON

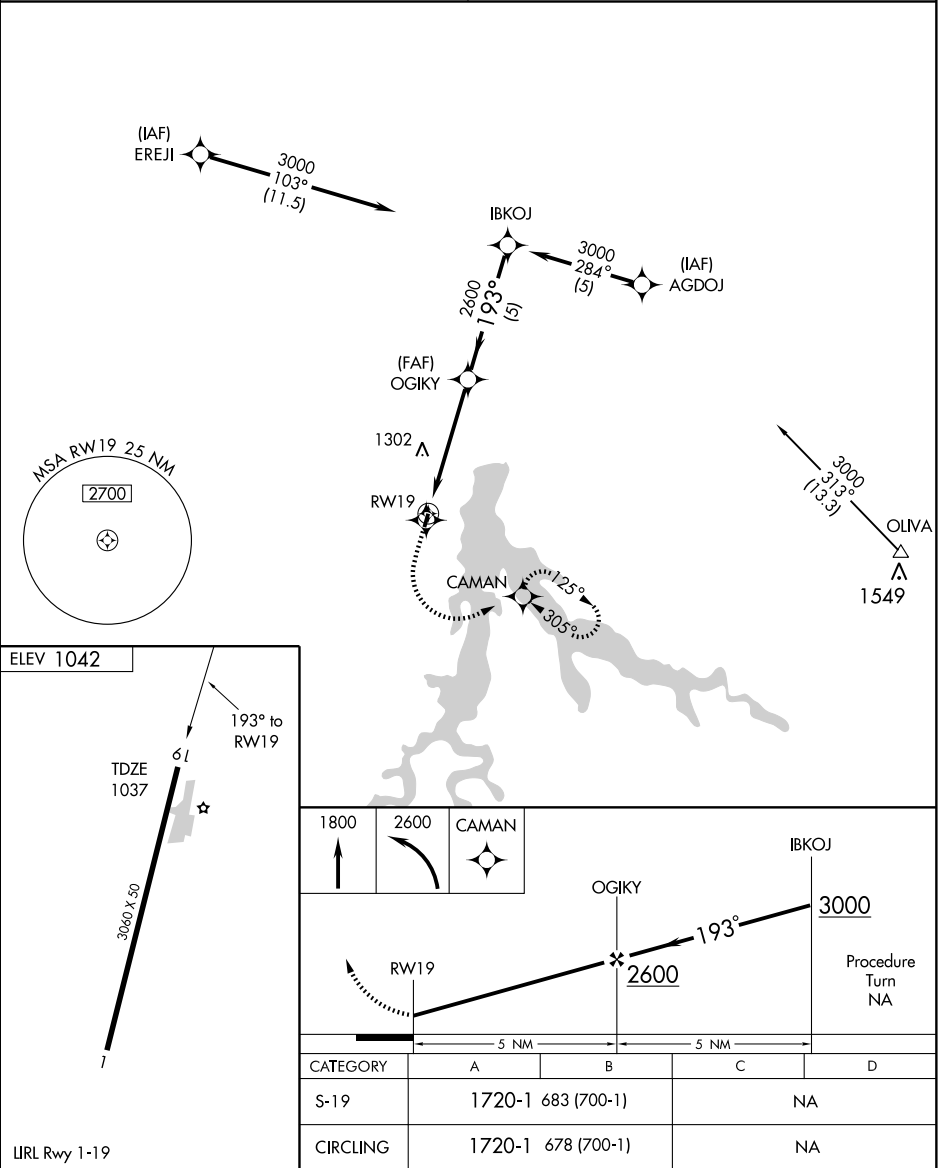
124.95

CTAF

122.9



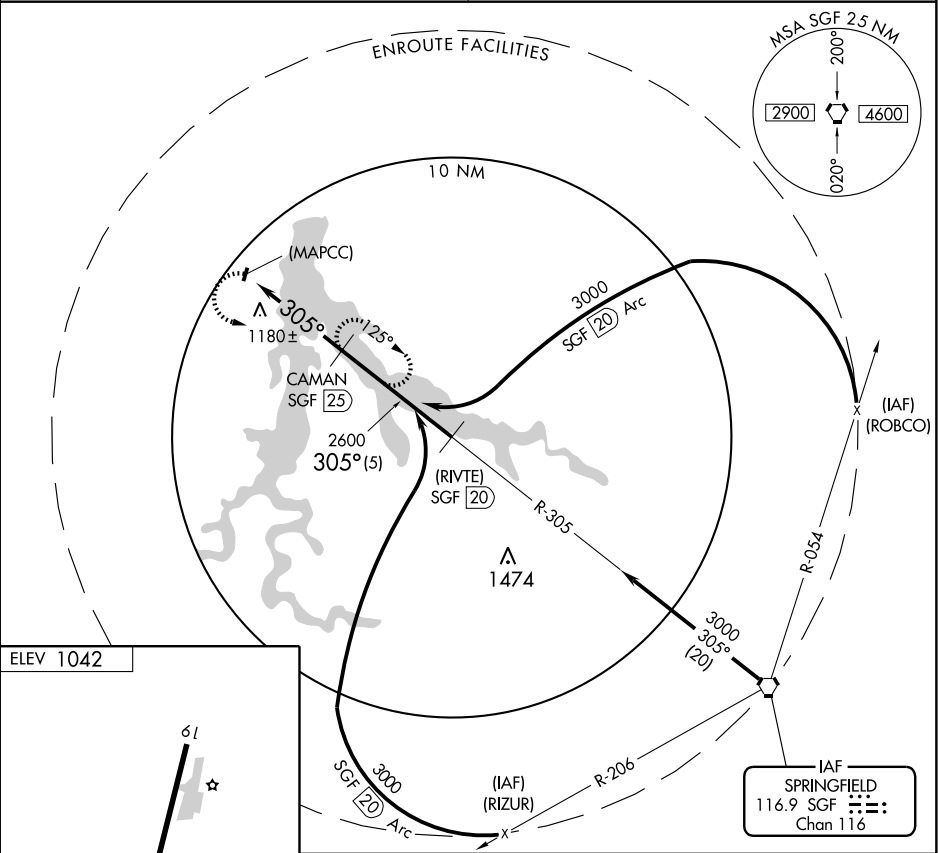
<div><div>▲ NA</div><div>Use Springfield-Branson National altimeter setting.</div></div>	<div>MISSED APPROACH: Climb to 1800 then climbing left turn to 2600 direct CAMAN WP and hold.</div>
<div>SPRINGFIELD APP CON</div> <div>124.95</div>	<div>CTAF</div> <div>122.9</div>



VORTAC SGF	APP CRS	Rwy Idg	N/A
116.9	305°	TDZE	N/A
Chan 116		Apt Elev	1042

VOR/DME or GPS-A
STOCKTON MUNI (MO3)

▲ NA	Use Springfield-Branson National altimeter setting.	MISSED APPROACH: Climbing left turn to 2600 via SGF R-305 to CAMAN 25 DME and hold.
SPRINGFIELD APP CON 124.95		CTAF 122.9



2600 SGF R-305	CAMAN SGF [25]	CAMAN SGF [25]	(RIVTE) SGF [20]	Procedure Turn NA
(MAPCC) SGF [29.4]	2600	305°	3000	
4.4 NM	5 NM			
CATEGORY	A	B	C	D
CIRCLING	1580-1	538 (600-1)	NA	NA

NDB UUV	APP CRS	Rwy Idg	4499
356	246°	TDZE	927
		Apt Elev	933

NDB RWY 24
SULLIVAN RGNL (UUV)

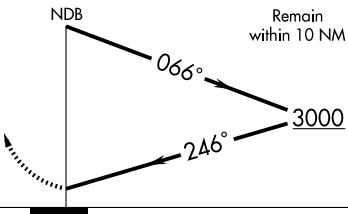
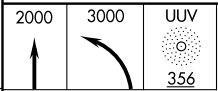
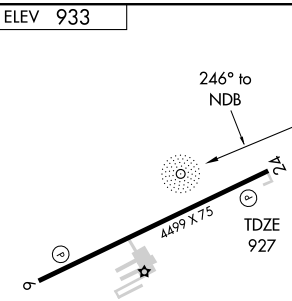
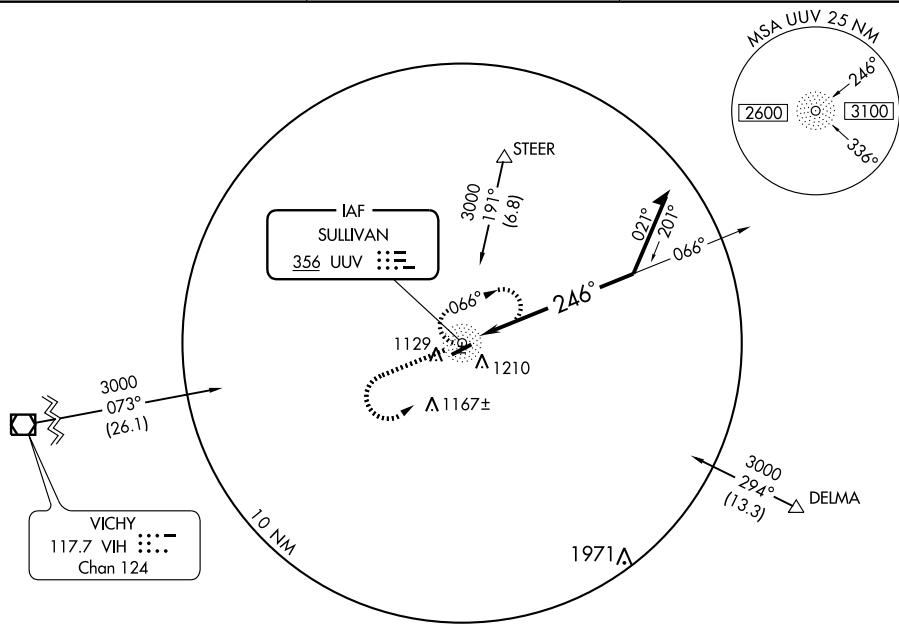
Obtain local altimeter on CTAF. When not received use Spirit of St. Louis altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct UUV NDB and hold.

AWOS-3
119.375

KANSAS CITY CENTER
128.35 284.67

UNICOM
122.7 (CTAF)



CATEGORY	A	B	C	D
S-24	1560-1	633 (700-1)	1560-1¾ 633 (700-1¾)	1560-2 633 (700-2)
CIRCLING	1560-1	627 (700-1)	1560-1¾ 627 (700-1¾)	1560-2 627 (700-2)
SPIRIT OF ST. LOUIS ALTIMETER SETTING MINIMUMS				
S-24	1720-1 793 (800-1)	1720-1¼ 793 (800-1¼)	1720-2¼ 793 (800-2¼)	1720-2½ 793 (800-2½)
CIRCLING	1720-1 787 (800-1)	1720-1¼ 787 (800-1¼)	1720-2¼ 787 (800-2¼)	1720-2½ 787 (800-2½)

WAAS CH 82414 W06A	APP CRS 058°	Rwy Idg 4499 TDZE 933 Apt Elev 933
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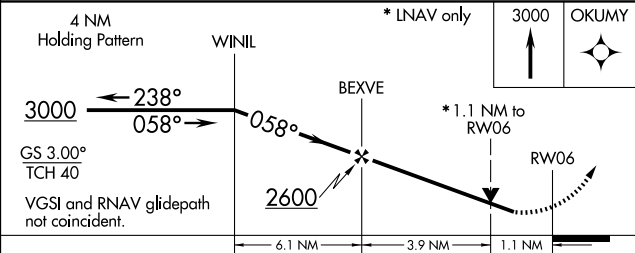
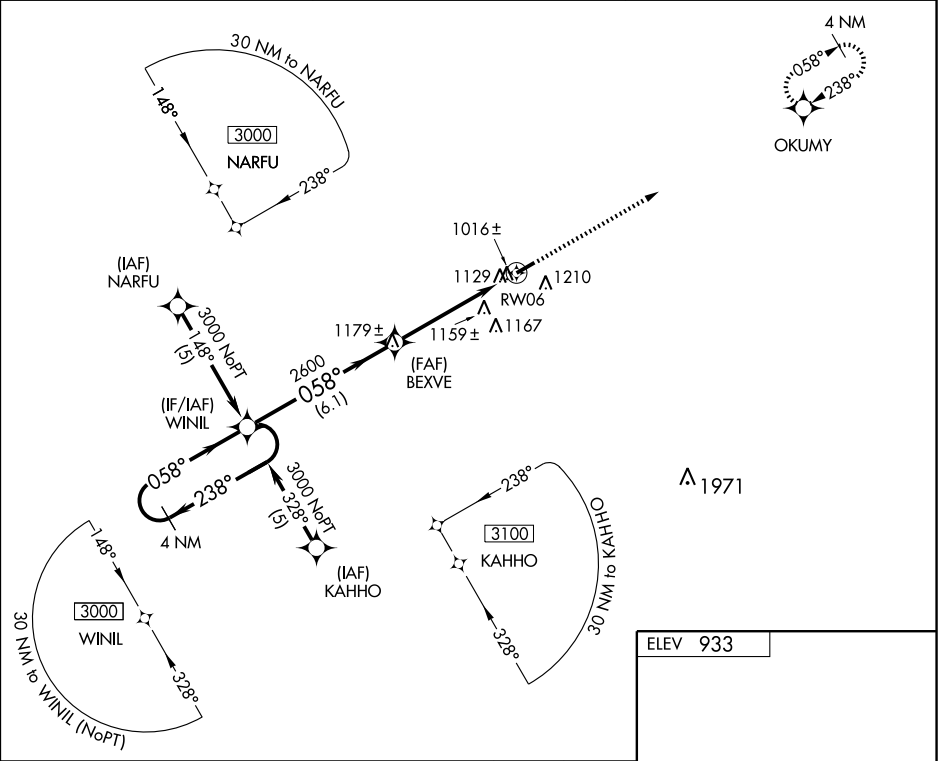
RNAV (GPS) RWY 6
SULLIVAN RGNL (UUV)

⚠ Circling to Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

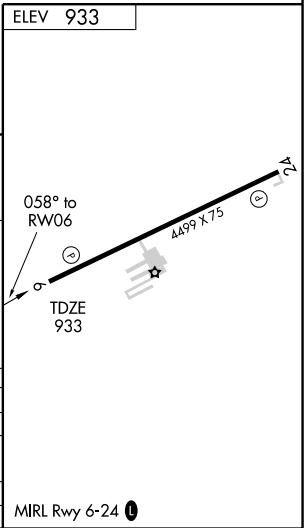
⚠ NA Baro-VNAV and VDP NA when using Rolla National altimeter setting. When local altimeter setting not received, use Rolla National altimeter setting and increase all DA 98 feet and all MDA 100 feet, increase LPV Cat A and B visibility ½ mile and LNAV/VNAV Cat A and B visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct
OKUMY and hold.

AWOS-3 119.375	KANSAS CITY CENTER 128.35 284.67	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1236-1	303 (400-1)		NA
LNAV/VNAV DA	1488-2	555 (600-2)		NA
LNAV MDA	1420-1	487 (500-1)		NA
CIRCLING	1520-1	587 (600-1)		NA



WAAS CH 72714 W24A	APP CRS 238°	Rwy Idg 4499 TDZE 928 Apt Elev 933
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RNAV (GPS) RWY 24
SULLIVAN RGNL (UUV)

SULLIVAN RGNL (UUV)

T Straight-in minimums NA at night. Circling to Rwy 24 NA at night. Baro-VNAV NA when using Rolla National altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

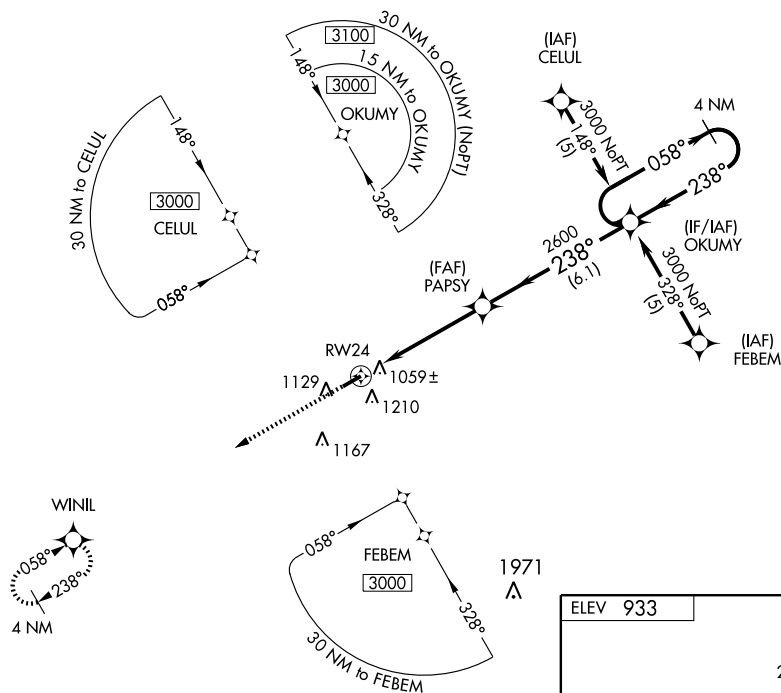
A NA When local altimeter setting not received, use Rolla National altimeter setting and increase all DA 98 feet and all MDA 100 feet, increase LPV and LNAV/VNAV Cat A and B visibility ¼ mile.


MISSED APPROACH.
Climb to 3000 direct
WINIL and hold.

AWOS-3
119,375

KANSAS CITY CENTER
128.35 284.67

UNICOM
122.7 (CTAF) **L**



3000 ↑	WINIL 
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PAPS

RW24

238°

058°

238°

3000

2600

VGS and RNAV glidepath not coincident.

		5 NM	6.1 NM	
CATEGORY	A	B	C	D
LPV DA	1178-1	250 (300-1)	NA	
LNAB/ VNAV DA	1392-1¾	464 (500-1¾)	NA	
LNAB MDA	1460-1	532 (600-1)	NA	
CIRCLING	1520-1	587 (600-1)	NA	

MIRL Rwy 6-24 **L**

Baro-VNAV NA.

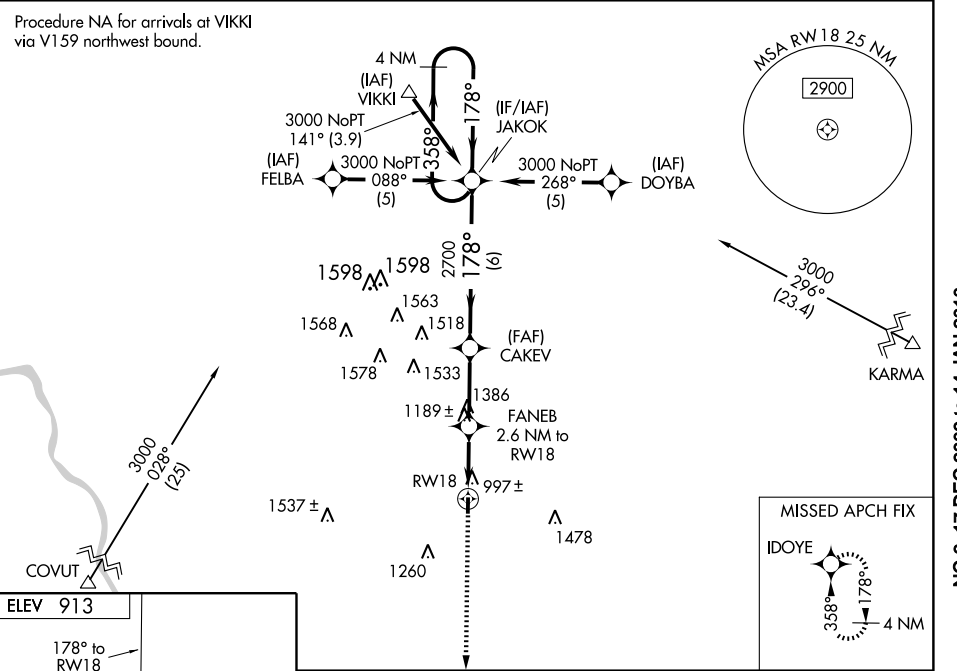
Visibility reduction by helicopters NA.

DME/DME RNP-0.3 NA.

Use Shenandoah altimeter setting; if not received, use Clarinda altimeter setting and increase all DAs 13 feet/MDAs 20 feet, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct IDOYE and hold.

SHENANDOAH AWOS-3 125.525	MINNEAPOLIS CENTER 119.6 290.4	CTAF 122.9
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ELEV 913	81	TDZE 913	3564 X 60	36
178° to RW18				
4 NM Holding Pattern	JAKOK	CAKEV	FANEB 2.6 NM to RW18	RW18
3000	358°	178°	178°	2700
GS 3.00°	TCH 40	6 NM	2.8 NM	2.6 NM
				*1780
CATEGORY	A	B	C	D
LPV DA	1272-1¼	359 (400-1¼)		NA
LNAV/ VNAV DA	1375-1¾	462 (500-1¾)		NA
LNAV MDA	1500-1	587 (600-1)	1500-1½	587 (600-1½)
CIRCLING	1520-1	1540-1	1540-1¾	627 (700-1¾)
	607 (700-1)	627 (700-1)	627 (700-1¾)	NA

3000

IDOYE

*LNAV only

NC-3. 17 DEC 2009 to 14 JAN 2010

▼

▲NA

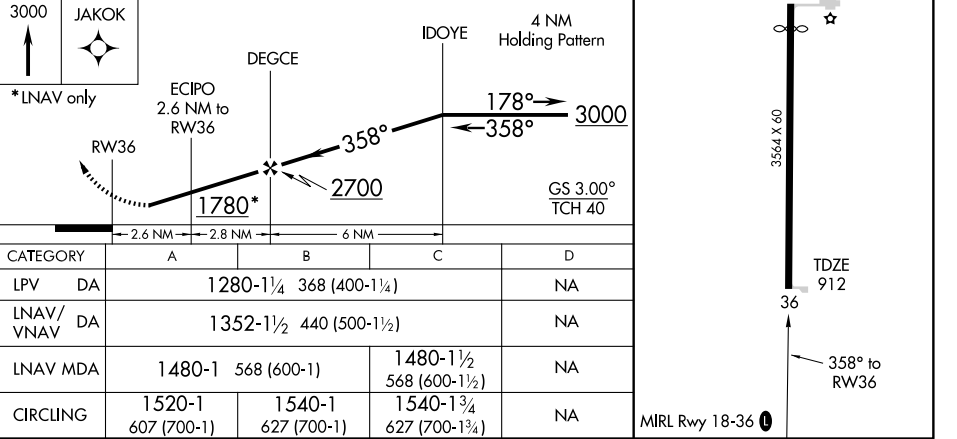
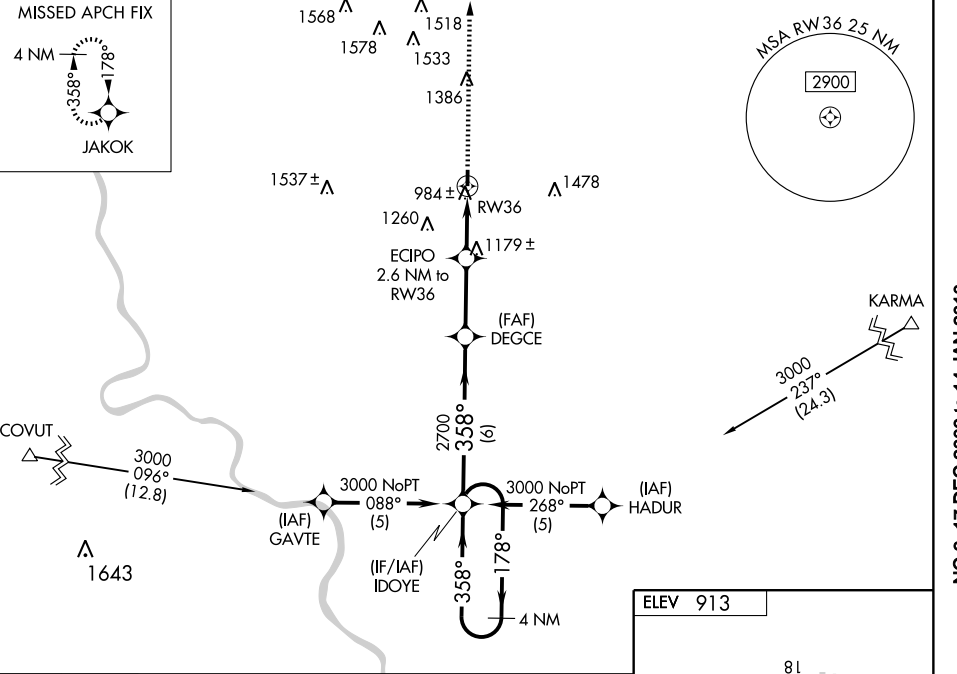
Baro-VNAV NA. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Use Shenandoah altimeter setting; if not received, use Clarinda altimeter setting and increase all DAs 13 feet/MDAs 20 feet, and LNAV/VNAV Cats A/B/C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct JAKOK and hold.

SHENANDOAH AWOS-3
125.525

MINNEAPOLIS CENTER
119.6 290.4

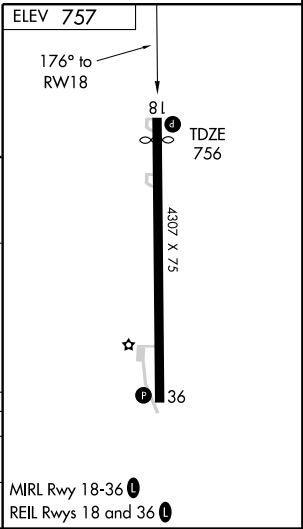
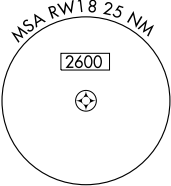
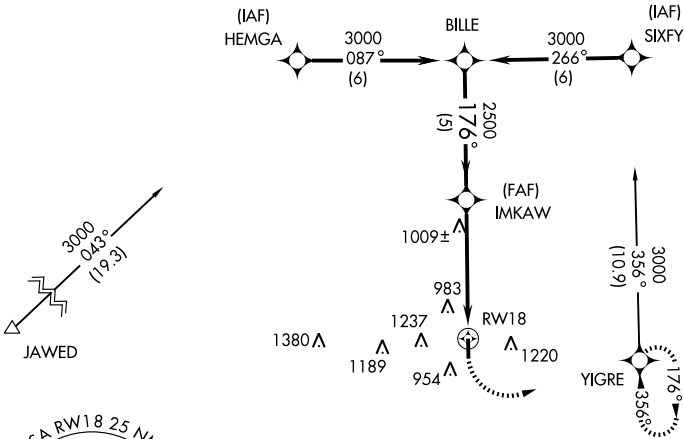
CTAF
122.9 0



APP CRS	Rwy Idg	3907
176°	TDZE	756
	Apt Elev	757

<div>▼ ▲ NA</div> <div>Use Chillicothe Muni altimeter setting.</div>	MISSED APPROACH: Climb to 2200, then climbing left turn to 3000 direct YIGRE WP and hold.
COLUMBIA RADIO 122.2	UNICOM 122.8 (CTAF) 0

▲ 1473



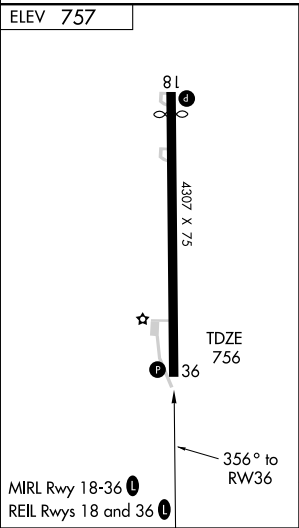
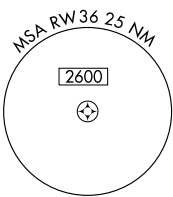
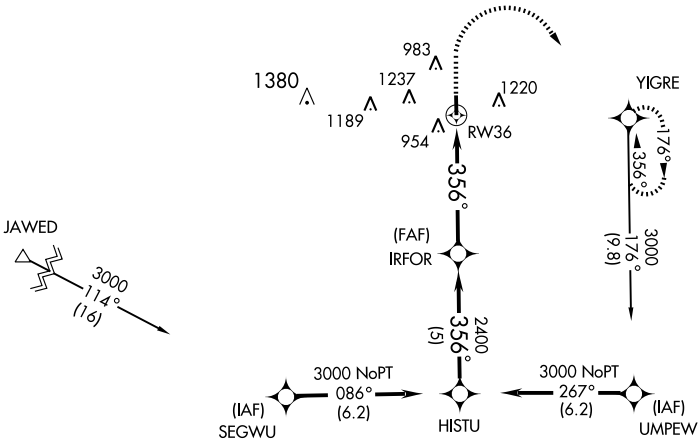
	BILLE		IMKAU		RWY 18	
	3000		2500		2000	
Procedure	Turn		NA		NA	
CATEGORY	A	B	C	D		
S-18	1320-1	564 (600-1)	NA			
CIRCLING	1360-1	603 (700-1)	NA			

APP CRS	Rwy Idg	4307
356°	TDZE	756
	Apt Elev	757

GPS RWY 36

TRENTON MUNI (TRX)

<div><div><div></div><div>NA</div></div><div>Use Chillicothe Muni altimeter setting.</div></div>	MISSED APPROACH: Climb to 2200, then climbing right turn to 3000 direct YIGRE WP and hold.
COLUMBIA RADIO 122.2	UNICOM 122.8 (CTAF) 1

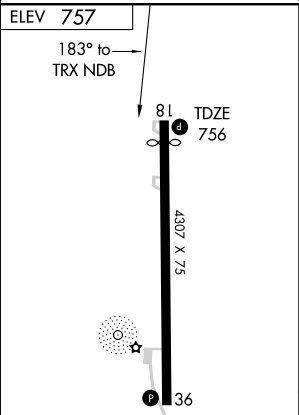
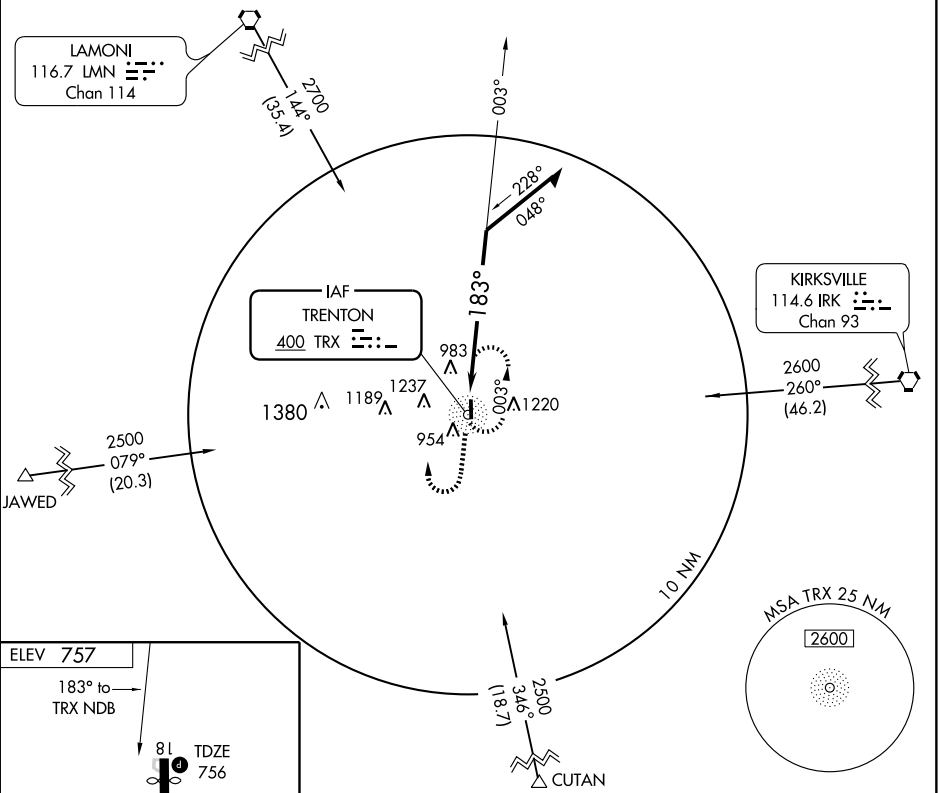





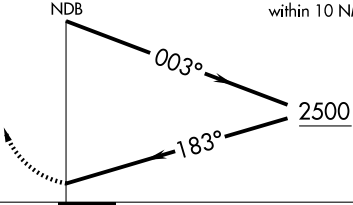
	2200	3000	YIGRE	
				HISTU 3000 Procedure Turn NA
CATEGORY	A	B	C	D
S-36	1280-1 524 (600-1)			NA
CIRCLING	1360-1 603 (700-1)			NA

NDB TRX 400	APP CRS 183°	Rwy Idg 3907 TDZE 756 Apt Elev 757
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NDB RWY 18
TRENTON MUNI (TRX)

Use Chillicothe Muni altimeter setting. NA	MISSED APPROACH: Climb to 2200, then climbing right turn to 2500 direct TRX NDB and hold.
COLUMBIA RADIO 122.2	UNICOM 122.8 (CTAF)



2200 	2500 	TRX  400	<div>Remain within 10 NM</div> 	
CATEGORY	A	B	C	D
S-18	1480-1	724 (800-1)	NA	
CIRCLING	1480-1	723 (800-1)	NA	

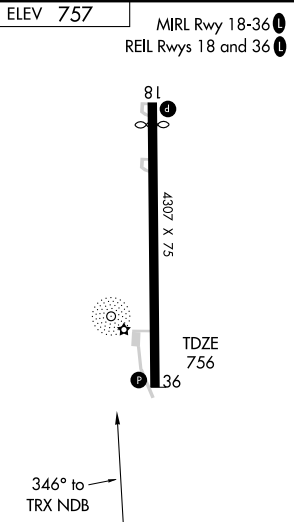
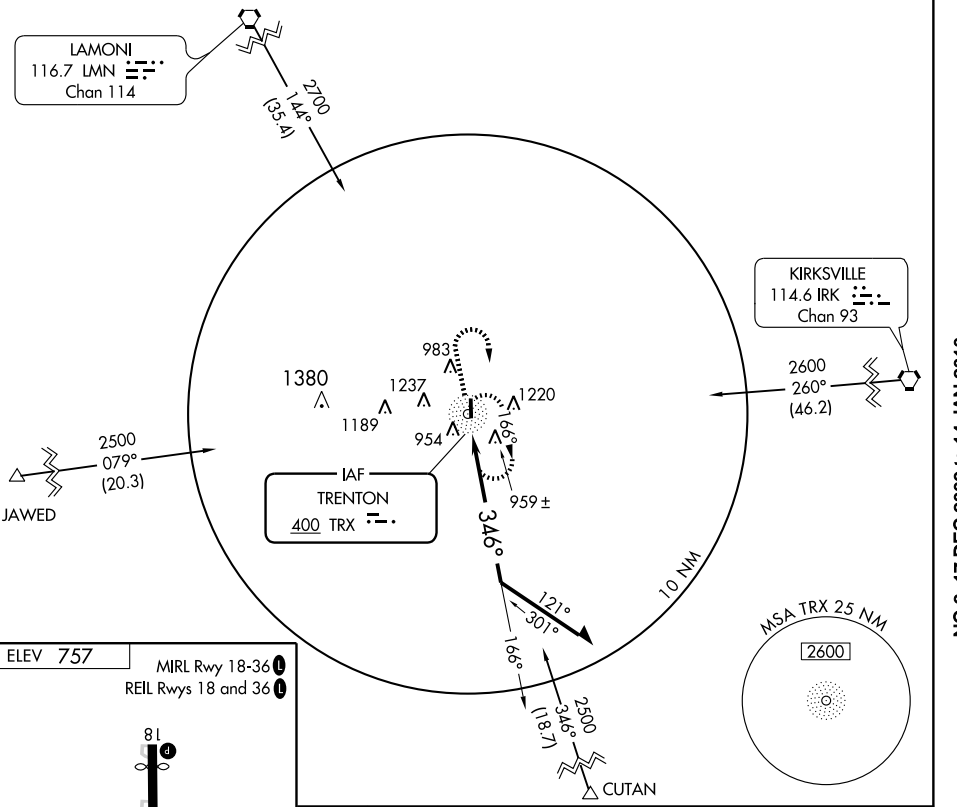
NA

Use Chillicothe Muni alimeter setting.

MISSED APPROACH: Climb to 2200, then climbing right turn to 2500 direct TRX NDB and hold.

COLUMBIA RADIO
122.2

UNICOM
122.8 (CTAF)



2200

2500

TRX

400

NDB

166°

2500

346°

Remain within 10 NM

CATEGORY	A	B	C	D
S-36	1380-1 624 (700-1)		NA	
CIRCLING	1380-1 623 (700-1)		NA	

NC-3. 17 DEC. 2009 to 14 JAN 2010

WAAS CH 45803 W18A	APP CRS 181°	Rwy Idg 4206 TDZE 797 Apt Elev 798
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RNAV (GPS) RWY 18

WARRENSBURG/ SKYHAVEN (RCM)



Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Whiteman AFB altimeter setting; when not received, use Charles B. Wheeler Downtown altimeter setting and increase all DA/MDA 80 feet.

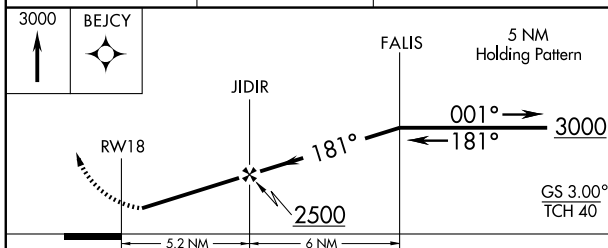
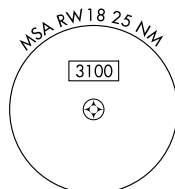
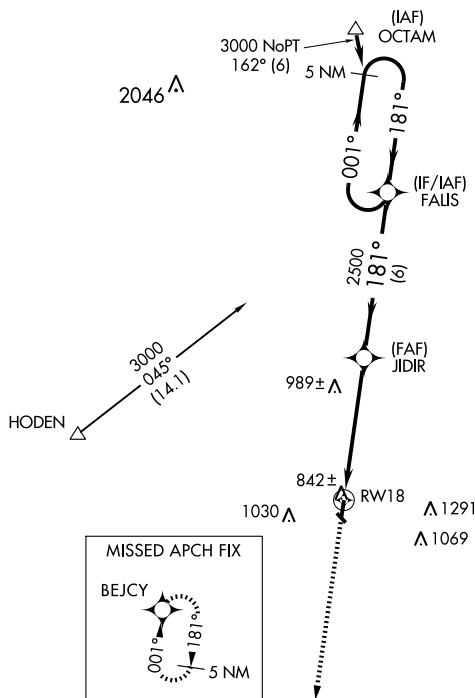


MISSED APPROACH: Climb to 3000
direct BEJCY and hold

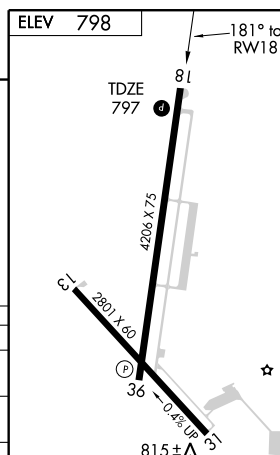
AWOS-3
119.575

WHITEMAN APP CON ★
127.45 284.0

UNICOM
123.0 (CTAF) **L**



CATEGORY	A	B	C	D
LPV DA	1086-1 289 (300-1)			NA
LNAV/VNAV DA	1141-1¼ 344 (400-1¼)			NA
LNAV MDA	1280-1 483 (500-1)		1280-1¼ 483 (500-1¼)	NA
CIRCLING	1300-1 502 (600-1)	1320-1 522 (600-1)	1320-1½ 522 (600-1½)	NA

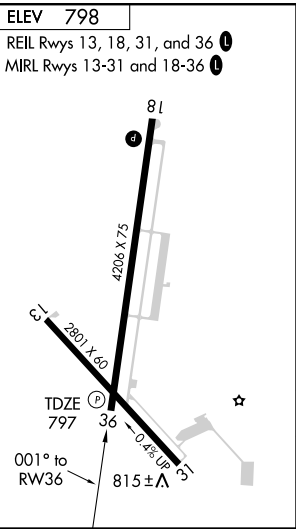
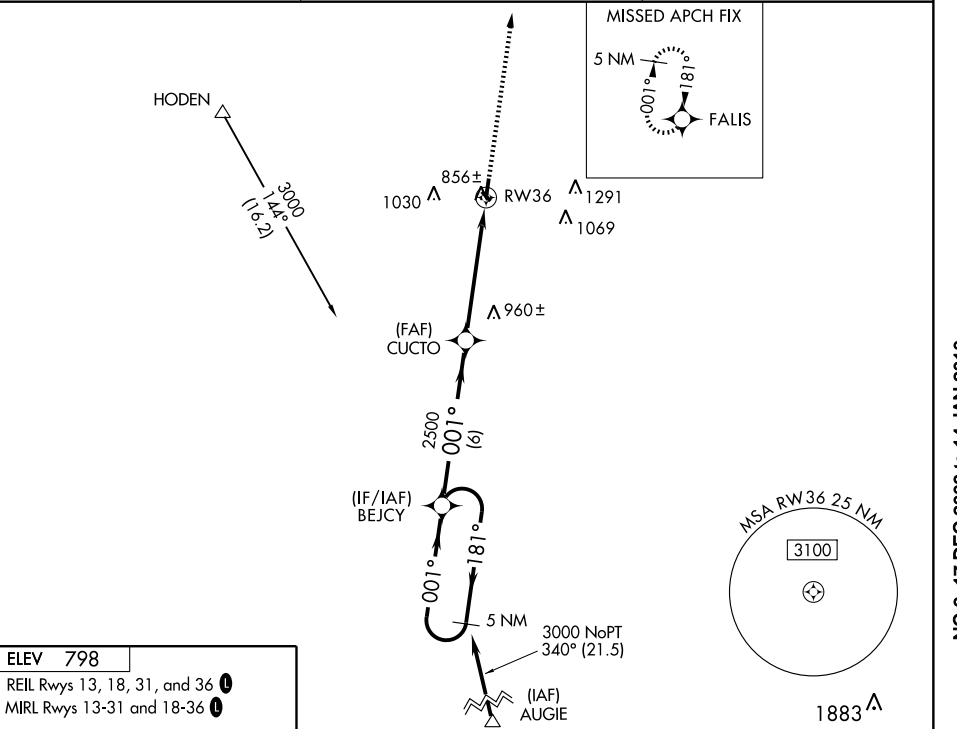


MIRL Rwy 13-31 and 18-36 **L**
REIL Rwy 13, 18, 31, and 36 **L**

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Whiteman AFB altimeter setting; when not received, use Charles B. Wheeler Downtown altimeter setting and increase all DA/MDA 80 feet.

MISSED APPROACH: Climb to 3000 direct FALIS and hold.

AWOS-3 119.575	WHITEMAN APP CON ★ 127.45 284.0	UNICOM 123.0 (CTAF) 0
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5 NM Holding Pattern				
BEJCY				
3000 \leftarrow 181° \rightarrow 001°				
GS 3.00° TCH 36				
CUCTO				
2500				
6 NM 5.2 NM				
CATEGORY	A	B	C	D
LPV DA	1086-1 289 (300-1)			NA
LNAV/VNAV DA	1197-1½ 400 (400-1½)			NA
LNAV MDA	1260-1	463 (500-1)	1260-1¼ 463 (500-1¼)	NA
CIRCLING	1300-1 502 (600-1)	1320-1 522 (600-1)	1320-1½ 522 (600-1½)	NA

VORTAC ANX 114.0 Chan 87	APP CRS 134°	Rwy Idg N/A TDZE N/A Apt Elev 798
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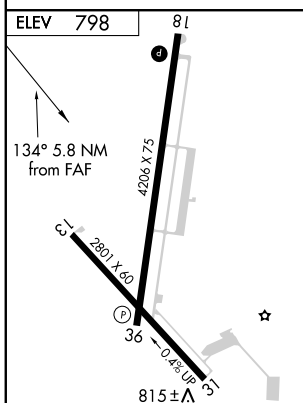
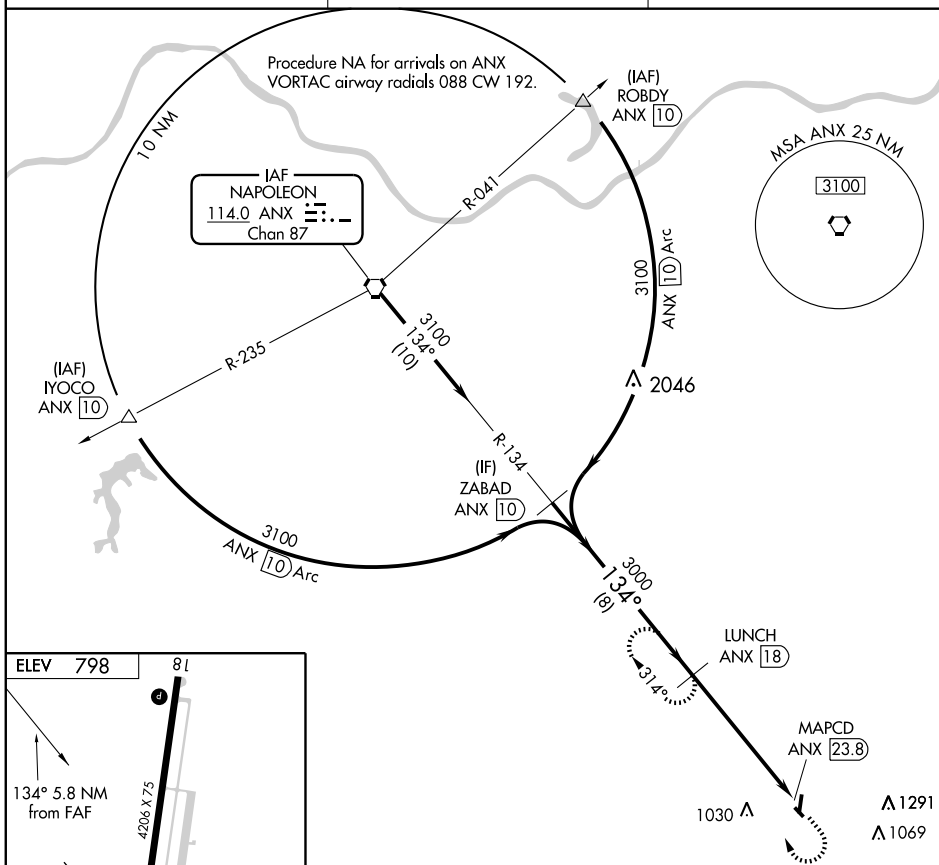
VOR/DME-A
WARRENSBURG/SKYHAVEN (RCM)

T	Use Whiteman AFB altimeter setting; when not
A NA	received, use Charles B. Wheeler Downtown altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 1900, then climbing right turn to 3000 via ANX R-134 to LUNCH/18 DME and hold.

AWOS-3
119.575

WHITEMAN APP CON ★
127.45 284.0

UNICOM
123.0 (CTAF) **L**

Procedure
Turn
NA

ZABAD
ANX 10

LUNCH
ANX 18

1900
↑

3000
ANX
R-134

LUNCH
ANX 18

3100 ————— 134°

MAPCD
ANX 23.8)

CATEGORY

320-1
2 (600-1)

1320-1¼
522 (600-1¼)

1320-1½
522 (600-1½)

MIRL Rwys 13-31 and 18-36 **L**
REIL Rwys 13, 18, 31, and 36 **L**

APP CRS	Rwy Idg	5001
153°	TDZE	488
	Apt Elev	488

RNAV (GPS) RWY 15

WASHINGTON RGNL (FYG)

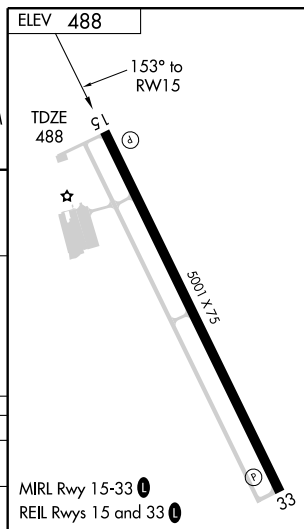
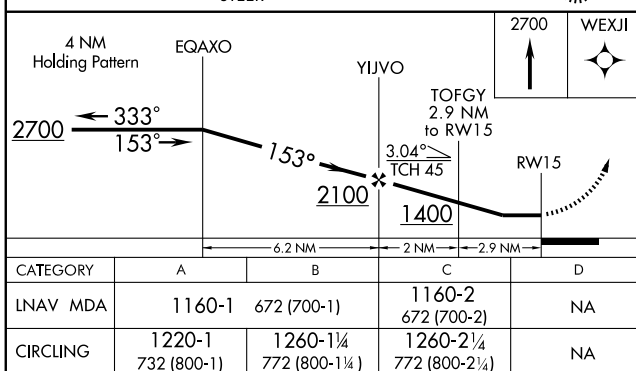
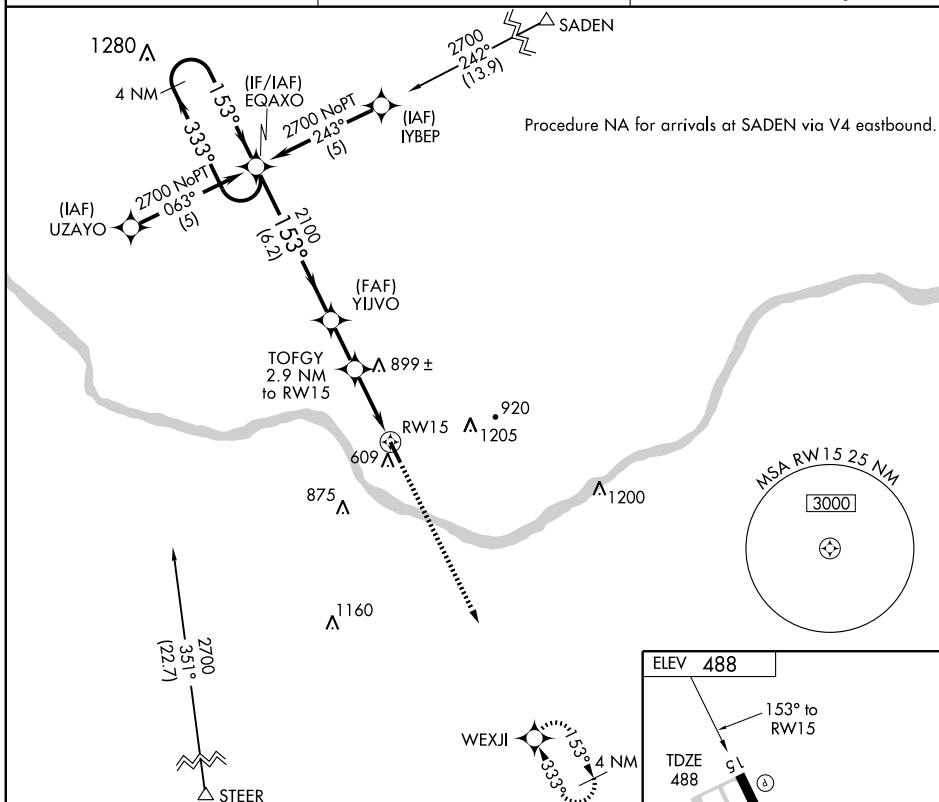
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Spirit of St. Louis altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct WEXJI and hold.

AWOS-3
121.325

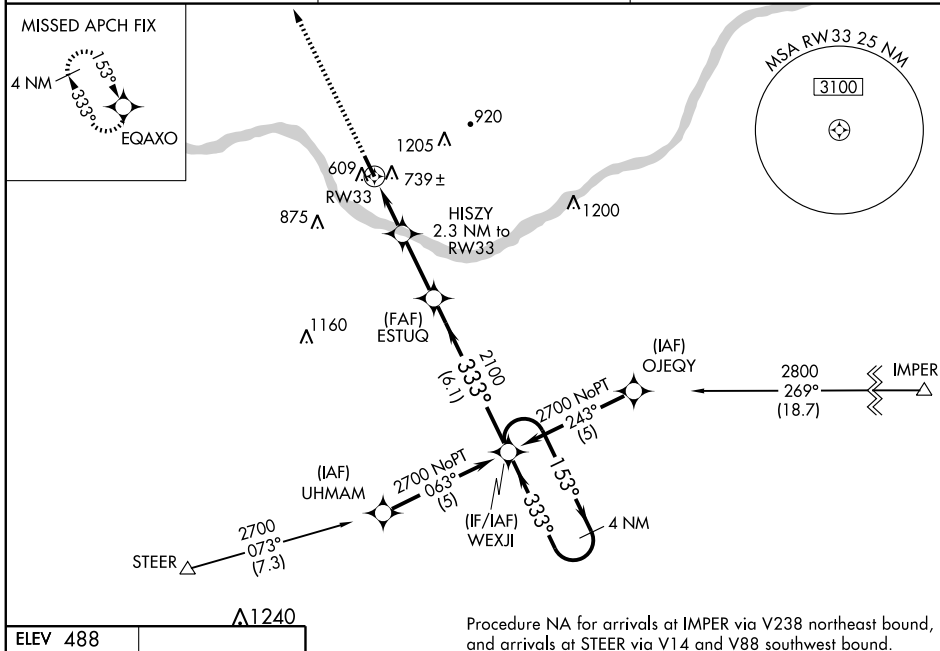
ST. LOUIS APP CON
126.5 254.3

UNICOM
122.8 (CTAF) 0

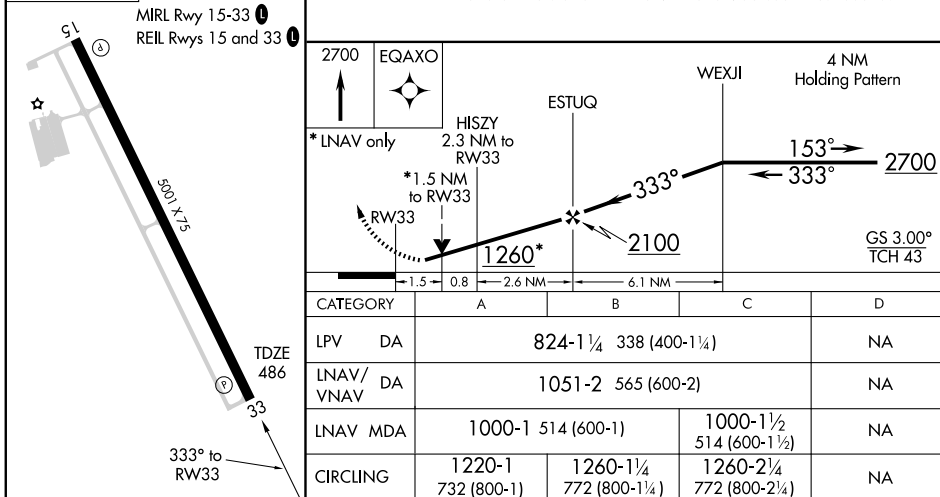


RNAV (GPS) RWY 33
WASHINGTON RGNL (FYG)

MISSED APPROACH: Climb to 2700 direct EQAXO and hold.

UNICOM
122.8 (CTAF) **L**

Procedure NA for arrivals at IMPER via V238 northeast bound, and arrivals at STEER via V14 and V88 southwest bound.



VORTAC FTZ 110.8 Chan 45	APP CRS 184°	Rwy Idg TDZE Apt Elev	N/A N/A 488
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VOR-A

WASHINGTON RGNL (FYG)

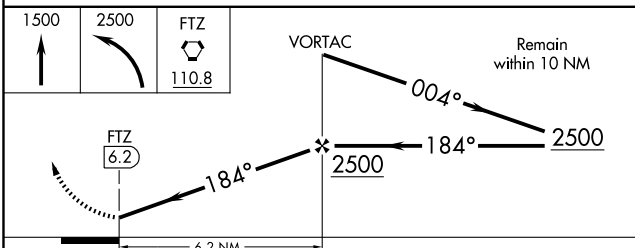
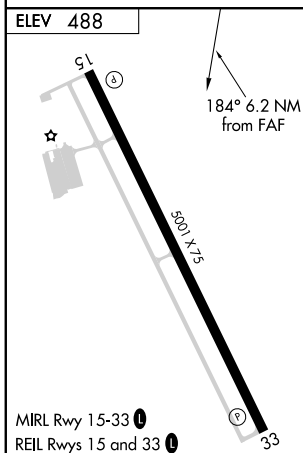
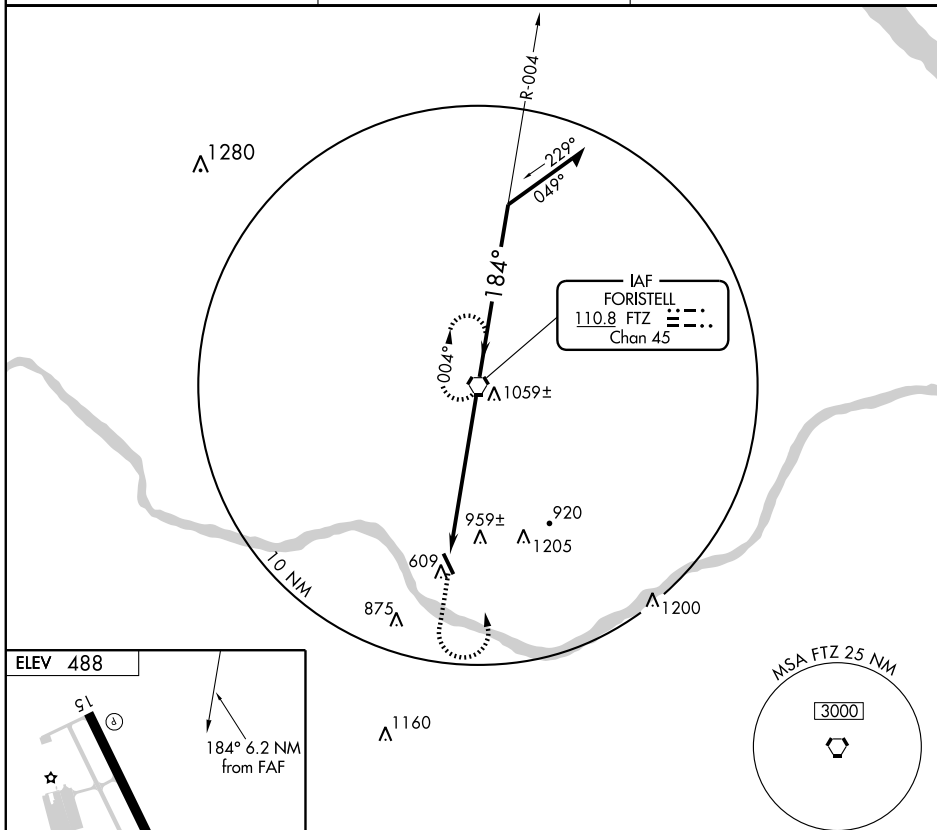
T When local altimeter setting not received, use Spirit of
A St. Louis altimeter setting and increase all MDA 60 feet
and increase Circling Cat C visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct FTZ VORTAC and hold.

AWOS-3
121.325

ST. LOUIS APP CON
126.5 254.3

UNICOM
122.8 (CTAF) **L**



FAF to MAP 6.2 NM							CATEGORY	A	B	C	D
Knots	60	90	120	150	180		CIRCLING	1220-1	1260-1¼	1260-2¼	NA
Min:Sec	6:12	4:08	3:06	2:29	2:04			732 (800-1)	772 (800-1¼)	772 (800-2¼)	

APP CRS 179°	Rwy Idg TDZE Apt Elev	5102 1227 1228
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RNAV (GPS) RWY 18

WEST PLAINS MUNI (UNO)

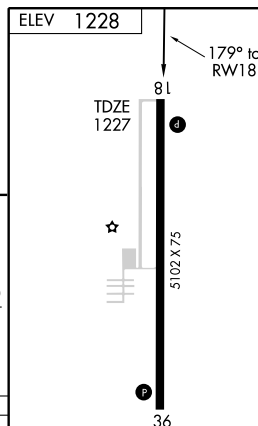
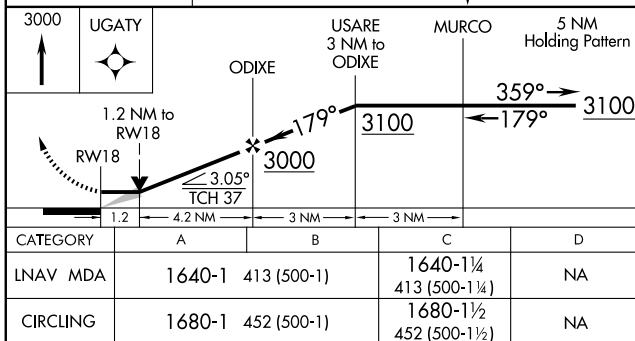
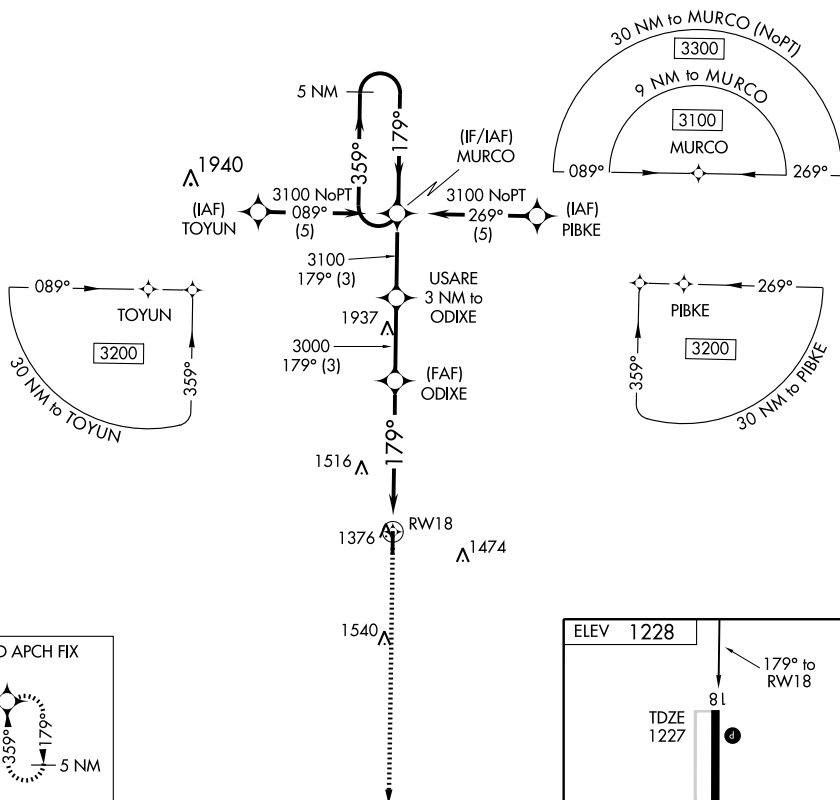
- T** If local altimeter setting not received, use Mountain Home, AR altimeter setting and increase all MDAs 140 feet.
A DME/DME RNP-0.3 NA.
VDP NA when using Mountain Home, AR altimeter setting.

MISSED APPROACH: Climb to 3000 direct UGATY and hold.

ASOS
123.825

MEMPHIS CENTER
120.075 289.4

UNICOM
122.8 (CTAF) **L**



REIL Rwy 18 and 36 **L**
MIRL Rwy 18-36 **L**

WAAS CH 40202 W36A	APP CRS 359°	Rwy Idg TDZE Apt Elev	5102 1228 1228
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RNAV (GPS) RWY 36

WEST PLAINS MUNI (UNO)

⚠ Baro-VNAV NA when using Mountain Home, AR altimeter setting.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA.
 If local altimeter setting not received, use Mountain Home, AR altimeter setting and increase all DAs/MDAs 140 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct MURCO and hold.

ASOS
123.825

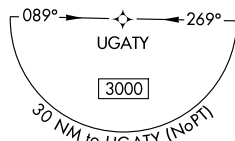
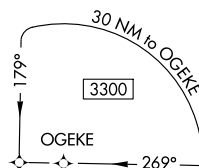
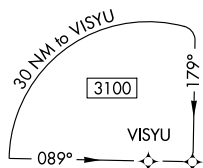
MEMPHIS CENTER
120.075 289.4

UNICOM
122.8 (CTAF)

MISSED APCH FIX



1705



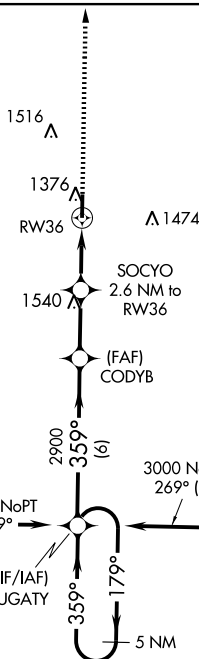
(IAF) VISYU

3000 NoPT
089° (5)

(IF/IAF) UGATY

3000 NoPT
269° (5)

(IAF) OGEKE



5 NM
Holding Pattern

UGATY

CODYB

SOCYO
2.6 NM to
RW36

3100

MURCO

* LNAV only

GS 3.00°
TCH 40

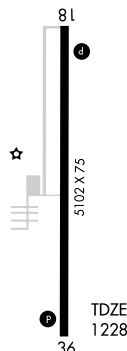
2900

*2100



CATEGORY	A	B	C	D
LPV DA	1478-1	250 (300-1)		NA
LNAV/VNAV DA	1529-1	301 (400-1)		NA
LNAV MDA	1580-1	352 (400-1)		NA
CIRCLING	1680-1	452 (500-1)	1680-1½ 452 (500-1½)	NA

ELEV 1228 MRL Rwy 18-36
REIL Rws 18 and 36



359° to
RW36

VOR/DME HUW <u>111.6</u> Chan 53	APP CRS 014°	Rwy Idg 5102 TDZE 1228 Apt Elev 1228
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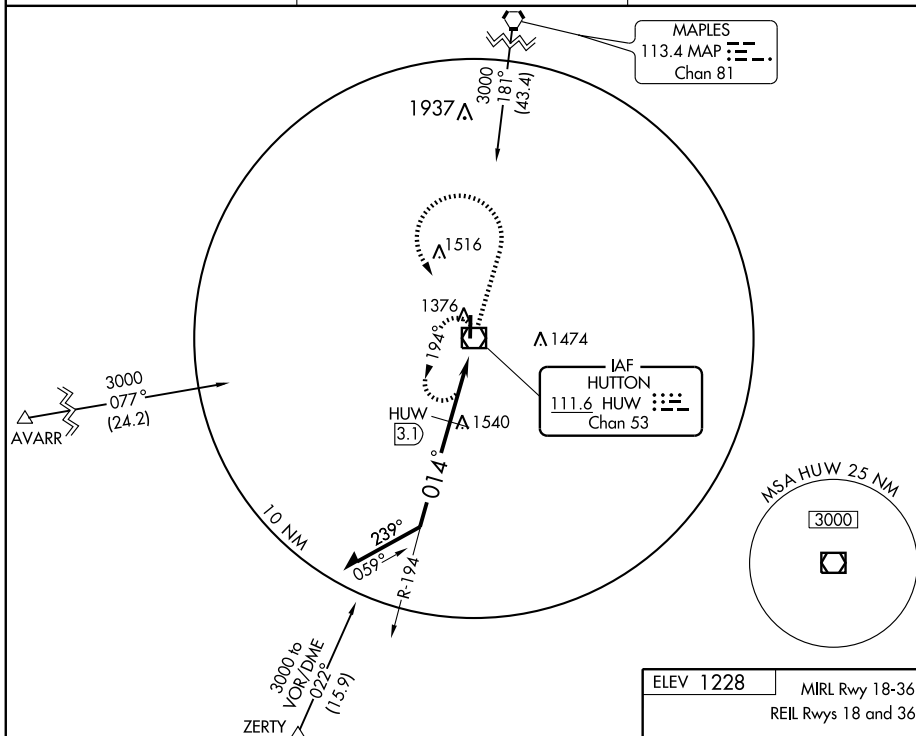
VOR RWY 36
WEST PLAINS MUNI (UNO)

T VDP applies to DME minimums only.

MISSED APPROACH: Climb to 3000 then left turn direct HUW VOR/DME and hold.

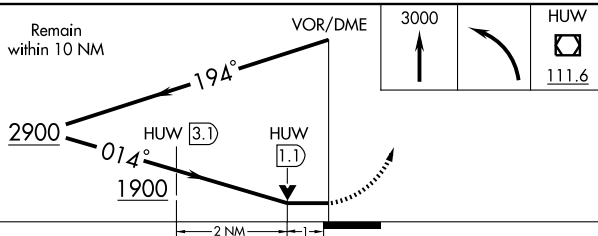
ASOS
123.825

MEMPHIS CENTER
120.075 289.4

UNICOM
122.8 (CTAF) 

NC-3, 17 DEC 2009 to 14 JAN 2010

Remain
within 10 NM



CATEGORY	A	B	C	D
S-36	1900-1 672 (700-1)		1900-2 672 (700-2)	NA
CIRCLING	1900-1 672 (700-1)		1900-2 672 (700-2)	NA
DME MINIMUMS				
S-36	1600-1 372 (400-1)			NA
CIRCLING	1680-1 452 (500-1)		1680-1½ 452 (500-1½)	NA

